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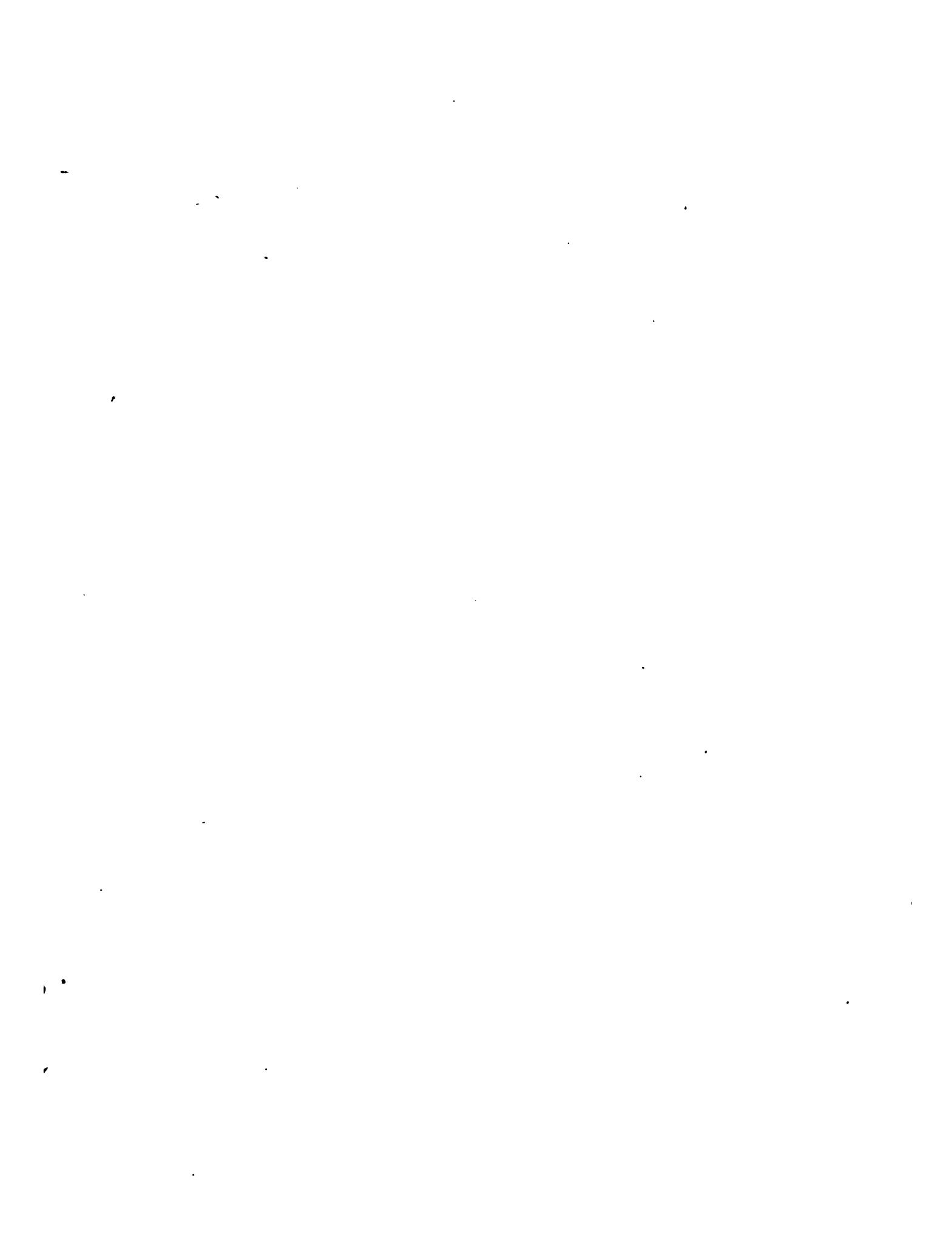
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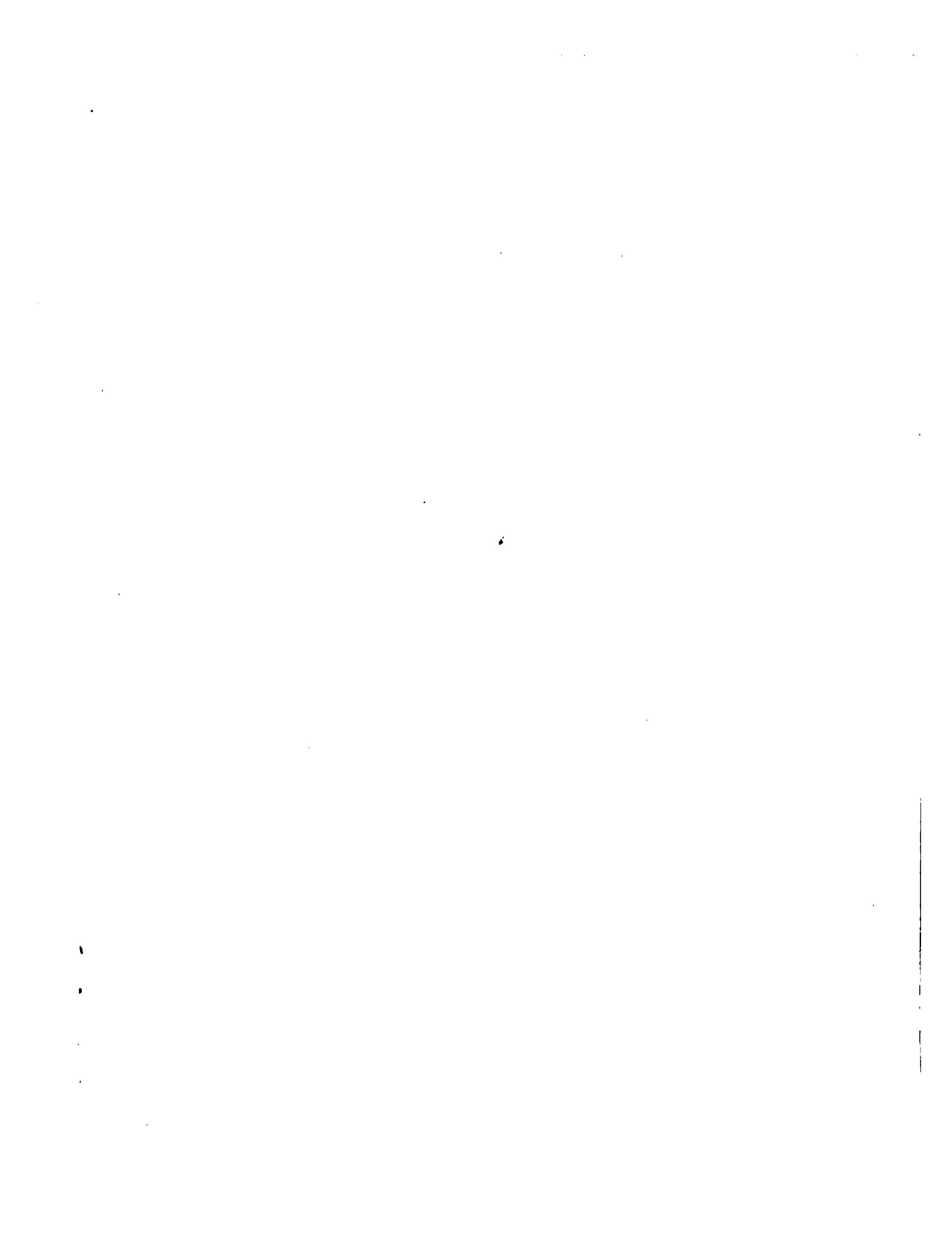
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**PUBLICATIONS
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VOLUME I





Le Bonheur

Les biens, les faveurs que le ciel peut nous prêter,

Et quand le Ciel les donne, il faut en profiter

à Paris, chez l'auteur, et librairie, près le Louvre.





THE LOGS
OF THE
SERAPIS—ALLIANCE—ARIEL
UNDER THE COMMAND OF
JOHN PAUL JONES

1779—1780

WITH EXTRACTS FROM PUBLIC DOCUMENTS,
UNPUBLISHED LETTERS, AND NARRATIVES, AND ILLUSTRATED
WITH REPRODUCTIONS OF SCARCE PRINTS

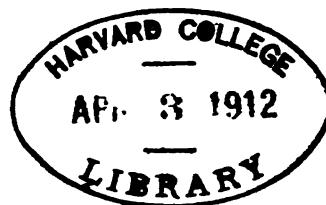
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New York, August 1, 1911.

The editor desires to offer to the members of the Naval History Society an explanation for the delay in the publication of this volume. A long protracted illness has prevented him from giving to it the personal attention that he otherwise would have done, and the absence abroad of Rear-Admiral C. F. Goodrich, whose coöperation has been of great assistance, has also unavoidably delayed its earlier appearance.

It is requested that the members acknowledge the receipt of this volume to Mr. Robert W. Geeser, the Secretary of the Society, at 247 Fifth Avenue, New York City, with a notice of any change in address.

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FOREWORD

THE executive committee of the Naval History Society having decided to publish for its initial volume the logs of the three ships commanded by John Paul Jones during the years 1779 and 1780, the owner has consented to edit this publication, with a description of the book itself, together with its history, so far as it can be ascertained, believing that it will add something of interest to the voluminous records and the literature relating to the life and services of the distinguished hero of our Revolutionary navy.

Besides these logs of the *Serapis*, *Alliance*, and *Ariel*, there are, in the Library of the Navy Department, copies of the log of the *Ranger*, beginning November 26, 1777, and ending May 18, 1778; also of the log of the *Bon Homme Richard*, beginning at L'Orient May 18, 1779, and ending September 24, 1779.

The original log-books, as shown by notes and a copy of a letter accompanying and attached to them, are stated to have been purchased by Captain Boyd, of Greenock, from a person of the name of Harding, a baker, in New York, in 1824; and to have been presented to Lady Isabella Helen Douglas, daughter of the fifth Earl of Selkirk, by William John, ninth Lord Napier, on March 17, 1830; they are now supposed to rest among the manuscripts of the Selkirk family.

Had the editor known of the existence of this log of the *Bon Homme Richard*, covering the period of her commissioning and cruise prior to the engagement with the *Serapis*, he would have deemed it proper to have included it in this publication. The information came to him too late to have it fully transcribed and prepared for the printer. A few excerpts from it are placed in the Appendix.¹

¹ See Appendix A.

The log-book now published is one of the few relics known to exist of the engagement between the *Bon Homme Richard* and the *Serapis*, as most of the records and official papers of both ships were lost when the *Bon Homme Richard* sank, or following the confusion on the *Serapis* after her capture.

The book is fourteen inches tall, nine and one quarter inches wide, bound in old vellum, stained, warped, worn with age and hard usage on land and sea. The paper is rough, greenish in color, the hand-made linen paper of the period, with a watermark showing it to be of English manufacture.

Upon the exterior of both covers are numerous scribblings: "R. D. June 2d, 1779"—"R. D. June 26. 1779"—"Richard Dales book"—"September the 3d—1780—This book belongs to Mr. Henry Lunt, Lieutenant of the Ship of War, the (*Ariel*)."¹ Richard Dale's name is also found in several places on the pages of the book.

It was first used to enter the names of the officers and crew of the *Bon Homme Richard*, giving their rank, rating, and the dates and places of their enlistment.¹ It evidently constituted the muster-roll of that ship when Robert Robinson was the first lieutenant, and, after the dismissal of that officer by sentence of court martial for "negligence of duty," it passed into the keeping of Richard Dale, who succeeded Robinson as first lieutenant, he entering therein, on the pages immediately following the muster-roll: "A List of The Men Names that has Desarted from The *Bone Homme Richard*, Lorient July, 19th. 1779"²

When the *Richard* sank off Flamborough Head, the muster-roll was saved and taken on board the *Serapis*, as constituting the official list of those entitled to prize money—then as now the great incentive to naval enlistment and activity.

As may well be imagined, a blank-book suitable for a log was not available at that moment of supreme confusion, so that the muster-roll book of the *Richard*, with only a few of its pages in use, was seized upon and used to enter the daily trans-

¹ See p. 3.

² See p. 18.

actions on board the *Serapis*, from the time of her capture until, as a result of the political situation between Holland and England, she was turned over to the French, and, under the command of Captain Cottineau, hoisted the French colors in the Texel Roads.

The book was reversed, and the log of the *Serapis* begun at the other end, preceded by a brief memorandum—"Some Remarkable Occurrences that happened on the 23d day of September, 1779,"—which briefly records the capture of the *Serapis*.

No other or more circumstantial account of the fight existed in the book when it came into the possession of its later owners, but a close examination showed that, besides minor mutilations, two leaves, immediately preceding that containing the statement of "Some Remarkable Occurrences," had, at some time, been torn out. In order to incorporate into the book a clearer and more circumstantial account of the fight, a former owner caused to be copied on several blank leaves the narrative found amongst the Peter Force Collection of Manuscripts, "John Paul Jones Papers," Volume VI, number 29.

The authorship and penmanship of this document have been ascribed by various biographers of Jones to Richard Dale.¹

The present owner's attention was specially called to it by seeing a small photographic reproduction, published in a book by Professor Marion entitled, "John Paul Jones' Last Cruise and Final Resting Place," Washington, 1906. The author describes this valuable and historical document as a "manuscript written on two pages of rough, greenish paper, evidently torn out of a log book," and attributes it to Richard Dale, the first lieutenant of the *Bon Homme Richard*. The compiler of the "John Paul Jones Manuscripts" in the Library of Congress attributes it possibly to Jones' secretary.² The author of the

¹ Memoirs of Rear-Admiral Paul Jones, Edinburgh, 1830; Professor Marion, John Paul Jones' Last Cruise and Final Resting Place, Washington, 1906.

² Calendar of John Paul Jones Manuscripts, pp. 104, 105.

"Memoirs of Rear-Admiral Paul Jones," published in Edinburgh and London, 1830, Volume I, page 192, states "that the fact of Landais' firing into the *Bon Homme Richard* is also confirmed by the log-book, which was preserved when the ship sunk, and by a very interesting and seaman-like narrative of the engagement, drawn up by Mr. Dale." He adds in a footnote in reference to the log-book: "This battered volume, after many adventures by land and water, is now (1830) in the possession of Mr. Richard Napier, Advocate."

As this author bases his book upon documents then in the possession of Mrs. Jeanette Taylor, the sister of Paul Jones, which she came into possession of when he died in Paris, the "battered volume" referred to must have been amongst Jones' papers, and is undoubtedly the same log-book now under review. As will be shown later, it was surely in the possession of Richard Dale as late as 1782, and at some time after the war he probably restored it to Jones, who certainly had a good claim to it, as the muster-roll of the *Bon Homme Richard*, contained in it, was necessary in the prosecution of his prize-money claims in France.

However this may be, the present owner procured a photograph of the narrative of the engagement, of the exact dimensions of the sheets upon which it was written, and on comparison of these sheets with the leaves of the log-book it was found that in dimensions, in the color and quality of the paper, even in the indenture of the torn edges, there could be no possible doubt that the document was torn from this log-book, and found its way into the Peter Force Collection, and thence to the possession of the Congressional Library. The facsimile is now where the original was, and the narrative is included in this publication of the *Serapis'* log.¹ Still there was doubt as to its authorship. A comparison of the handwriting with that of Richard Dale, to whom it was attributed, showed conclusively that he was not the writer. Amongst the various scribblings upon the covers of the log-book is found:

¹ See p. 22 of log of *Serapis*.

September the 3d, 1780. This book belongs to Mr. Henry Lunt, Lieutenant of the Ship of War, the (*Ariel*)

a memorandum undoubtedly written by Lunt himself, who was, on the date named, the second lieutenant of the *Ariel*, commanded by Jones, Dale being her first lieutenant.¹

Comparisons of letters of Henry Lunt, also in the Peter Force Collection, with the narrative establish beyond any doubt that it is the penmanship of Lieutenant Henry Lunt. Mr. Gaillard Hunt, chief of the Manuscripts Division of the Library of Congress, in a letter to the editor, in reply to his suggestion that Lunt may have been the writer, states as follows:

That the two pages of the *Serapis* log are in the hand of Lieutenant Henry Lunt. They have been compared with a letter of Lunt to Jones, October 7, 1779, and there can be no question of the identity of the hand.

A few words as to Lieutenant Henry Lunt. As is well known, he was not on board the *Bon Homme Richard* during the engagement, having been sent, with fifteen of the crew, to take possession of a brigantine which had been chased inshore, and, although recalled by signal, he did not return until after the action. His conduct in this respect has been properly criticized. He states himself:

Having, on the 23d of September, 1779, been ordered in a pilot boat with a party of men after a brig, but some time after I set out from alongside, a signal was made for me to return back to the *Bon homme Richard*, she being then in chase of two British ships-of-war, the *Serapis* and *Countess of Scarborough*, and before I could get on board the *Bon homme Richard* she commenced the engagement with the *Serapis*. It being night, I thought it not prudent to go alongside in time of action. . . .

This is signed, "On board the *Serapis*, at the Texel, 25th of October, 1779. Henry Lunt."

Jones indorses this as follows:

This certificate of Lieut. Lunt, who was a mere spectator, is of great weight and importance, it being only in the power of this gentleman to give a true account of the respective positions and manœuvres of the ships engaged.

J. P. JONES.²

¹ See List of Officers of *Ariel*, p. 20.

² Sherburne's Life of Jones, New York, 1851, p. 164.

The question naturally arises, Who dictated the narrative of the fight which Lunt wrote in the *Serapis'* log? It is an authentic and truthful narration of the principal occurrences, and corresponds with Jones' own accounts of the battle. It is written in the first person, and must have been written by some one who was on board the *Bon Homme Richard*, and copied by Lunt into the *Serapis'* log at some time subsequent to the engagement, in order to have a circumstantial account recorded in the log. Lunt's statement that the log-book belonged to him on September 3, 1780, when second lieutenant of the *Ariel*, nearly a year after the fight, would lead us to suppose that, as he was surrounded by the officers who were on the *Bon Homme Richard*, he simply copied a description dictated by one of them, probably by Jones himself, as the latter's well-known proclivity for self-adulation would naturally show itself in a desire to have his personal efforts spread upon the official record. It is further worthy of note that almost the only tributes to the officers of the *Bon Homme Richard*, or recognition of their services, are to be found in Jones' charges and proofs against Landais, where his object was to give force to their testimony.¹ His apparent unwillingness to commend others, or award to each of his officers a just meed of praise, has been noted by some of his biographers as his great fault.

It is a matter of interest to a collector to be able to identify the author or writer of this narrative of the engagement, and to place it, after a long separation, where it originally was written.

The first regular entry in the *Serapis'* log is on the 26th of September, when, dismasted, crowded with prisoners, and encumbered with wounded, her people, assisted by men from the other ships of the squadron, were employed in erecting jury masts and repairing the damages sustained in the action. The wind was for several days light, from the southwest, and the sea fairly smooth, the speed recorded being from two to four knots. Jones decided to make the port of Dunkirk, but his

¹ Sherburne's Life of Jones, New York, 1851, pp. 156-171.

colleagues overruled him, and upon making the land, owing to bad weather and contrary winds, the squadron, after being tossed to and fro by contrary winds for seven days, anchored in the Texel Roads on the 3d of October. That the ship should have been safely taken to a harbor under such circumstances is not the least of Jones' exploits as a seaman; while the failure of the English cruisers to intercept and recapture her brought much obloquy upon the British admiralty.

Safely anchored in the Texel, Sir Joseph Yorke, the British ambassador at The Hague, who persistently referred to Jones as "that pirate, Paul Jones: a rebel subject and criminal of State," immediately demanded the surrender of the prizes and the release of the prisoners.¹ The demand was refused by the High Commissioners, and after much correspondence Jones obtained permission, under certain restrictions, to land his prisoners and wounded, and to mount guard over them on an island in the Texel. Jones may fairly be said to have added to his fame by being mainly instrumental in bringing about an open rupture between England and Holland by the stand taken by him during this trying period.

As will be seen by the entries in the log, the crew, with assistance from the other ships, were for many days busily employed in cleaning up her decks and in repairing and refitting the ship. She was in a dreadful condition of filth and disorder. Jones desired to refit her, and again to cruise in English waters, as she was a fine, stanch ship, recently built, and would have been a valuable substitute for the lost *Richard*. Jones states that she was the best ship he ever saw of her kind.

Complications between the Dutch and English governments, however, became acute. Jones was ordered to sail from the Texel, then blockaded by an English fleet, and the Dutch Admiral was ordered to use forcible measures, if found necessary, to compel him to do so. With Dr. Franklin's approval it was decided to turn over to the French the prizes, and all the ships except the *Alliance*, which, having been built in America, was

¹ Sherburne's Life of Jones, New York, 1851, p. 129.

accepted as a properly commissioned Continental ship-of-war. In pursuance of this decision Jones turned over to Captain Cottineau the command of the *Serapis*, who hoisted the French flag over her on November 21, 1779. Landais was deposed from the command of the *Alliance*, to which ship Jones transferred his flag, having first stripped the *Serapis* of everything movable and useful and sent the same on board the *Alliance*.¹

The log-book now continues with "A Journall Kept on Board the American Continental Frigate of War, *Alliance*, of 36 guns, under the Command of the Honble John Paul Jones, Commencing in the Road of Texel in Holland."

Commencing on the 22d of November, the log states the daily occurrences until June 12, 1780. According to Jones' account the ship was in a deplorable condition, which he attributed to the incapacity of Landais, whom he had supplanted, and with whom he was on bad terms, having charged him with being responsible, in part, for the collision with the *Richard* on her first cruise; with cowardice during the action with the *Serapis*; with intentionally firing upon the *Richard*; with disobedience of orders, disrespect, and insolence. Jones states that the *Alliance* had not a good cable or sail; the officers and men were intemperate and idle; filth, insubordination, and epidemic diseases prevailed among the crew; she was badly supplied with arms; and her powder was of bad quality. Some of these deficiencies Jones supplied from the *Serapis*.

The remaining officers and crew of the *Richard* were transferred to the *Alliance*, except the French volunteers; and the French volunteers and marines on the *Alliance* were sent to the *Serapis*, as it had been arranged that no French subject was to remain on the *Alliance*. Until the 27th of December the ship's company and mechanics from shore were busily employed in making necessary repairs, refitting the rigging, making new yards, and altering the old ones. Every effort was apparently made to get the ship ready for sea. Gales of wind and rotten

¹ See log of *Serapis* for November 21, 1779.

cables placed her often in peril. Her bottom being foul, the ship was careened and the bottom scrubbed.

The English kept a squadron cruising off the port, but Jones determined to get to sea as soon as the weather would permit. He thought he had recovered the trim of the ship which had been lost under Landais. He states that the ship was well manned, and would not be given away; that the Holland squadron had been drawn up ready for battle for more than a month to drive him out if he should attempt to remain after the wind became fair, while the English fleet was almost constantly in sight of the harbor.

He was requested by the Dutch Admiral to declare whether the *Alliance* was a French or an American vessel, and if French to display the French flag, and to omit no occasion of departing. To this Jones replied, declining to display French colors, and saying that he would get to sea whenever a pilot would take the ship out of the harbor.

On the 27th of December, the wind serving, he set sail from the Texel, fell foul of a Dutch merchant ship, lost the best bower-anchor and cable, and had other mishaps, owing to the ignorance or drunkenness of the old pilot.

The *Alliance* passed along the Flemish banks, got to windward of the enemy's fleet in the North Sea, and passed through the Strait of Dover in full view of the enemy's fleet in the Downs. He then ran the *Alliance* past the Isle of Wight, in view of the enemy's fleet at Spithead, got safe through the Channel, and cruised about the Bay of Biscay and Cape Finisterre, overhauling many neutral ships and making a few unimportant prizes. On the 17th of January he came to anchor in the harbor of Corunna, Spain. Here he remained until the 28th of January. He received and entertained visitors; again careened the ship and scrubbed her bottom; made changes in her spars; obtained a new anchor; and gave his men liberty. The men were complaining that their wages and prize money had not been paid, and were in a mutinous condition. On the 19th of January they all refused doing duty, but Jones suc-

ceeded in satisfying them, and they returned to duty the following day.¹

On the 28th of January, after entertaining the governor, the *Alliance* again put to sea, and cruised in the neighboring waters, overhauling several ships, capturing a few unimportant prizes. She met the American letter-of-marque ship *Livingston*, and in company with her anchored within the Isle of Groix on the 11th of February, and on the 19th moved up to the harbor of L'Orient, and moored the *Alliance* to the King's Moorings.

Jones' first object now appears to have been to repair and refit the ship and make extensive alterations, the extent and cost of which were the subject of remonstrance on the part of Benjamin Franklin, who positively forbids his sheathing the ship's bottom with copper, buying new canvas and cordage, thus adding to the extraordinary expenses already incurred in Holland, especially as Jones seemed to impute the damages the *Alliance* had sustained more to Landais' negligence than to accidents of the cruise; Franklin concludes his admonitions with an appeal to Jones—"For God's sake be sparing unless you mean to make me a bankrupt, or have your drafts dishonoured for want of money in my hands to pay them."²

Notwithstanding this appeal for economy, from the 19th of February to the 12th of June the *Alliance* remained at anchor at L'Orient, and the repairs, renewals, and refitting were prosecuted with energy by the crew of the ship, assisted by carpenters and mechanics from shore. The log relates the work done day by day with some precision. The essential repairs were completed in April, and Jones states that, when finished, judges allowed that everything about the frigate was perfect, and that he knew not what was the amount of disbursements. In his journal for the King he says: "She was thought one of the completest frigates in France."

Meantime, it was Mr. Franklin's intention to send the *Al-*

¹ See log of *Alliance* for January 19, 1780.

² Richard C. Sands, *Life and Correspondence of John Paul Jones*, New York, 1830, p. 248.

liance back to America with large supplies of arms and clothing. Mr. Arthur Lee, one of our commissioners, also desired to return in her. Landais was annoying Franklin with importunities to such an extent that the latter wrote Jones that he was determined to have nothing further to do with him.

On the 4th of March Franklin wrote the President of Congress that Jones would carry the *Alliance* home, and that Landais had not applied to be replaced in her, but on the 17th of March he asked Franklin to be replaced in command of the *Alliance*. To this request Franklin replied that he considered him so imprudent, so litigious and quarrelsome a man, that if he had twenty ships-of-war in his disposition, he would not give him command of one of them. Franklin, on the 18th of March, states that he knew of nothing to prevent Jones from proceeding immediately to such part of North America as he could reach in safety.

The prize-money question was in abeyance; Franklin in his letters to Jones referred to it, and stated that the ships-of-war he had taken were to be valued, the King intending to purchase them, but that the muster-roll of the *Bon Homme Richard* was wanting in order to regulate the proportions to each ship. At the same time Franklin authorized Jones to draw on him for 24,000 livres in advance to the people of the *Bon Homme Richard*, and stated that M. LeRay de Chaumont had authorized his correspondent in L'Orient to advance 100,000 livres for the Americans of the *Alliance* and *Bon Homme Richard*, on account.

This prize-money question, as shown by the voluminous correspondence of the time, was a troublesome matter, the cause of dissension, controversy, and insubordination amounting to mutiny in the ship's company.

The subject is fully treated in the various biographies of Jones, and it is unnecessary to do more than allude to it here. It was, however, the cause which induced Jones to go frequently to Paris, ostensibly to hasten proceedings for the adjustment of the claims for prize money. In his absence on

shore at L'Orient Captain Landais, acting under the advice of Arthur Lee and Commodore Gillon, of the South Carolina navy, took possession of the *Alliance* on the 12th of June. The log entry on that day is the last of the *Alliance's* journal. It forms a terse but accurate account of this extraordinary transaction. A more detailed account, by a participant in this event, will be found in the Appendix.¹

It appears from the correspondence of Mr. Franklin that Landais had been furnished with money to enable him to return to America for trial upon the charges preferred by Jones, and Franklin had, in May, expressed his astonishment that he continued to remain at L'Orient. To this Landais, on the 29th of May, coolly replied that he had been waiting for orders to retake command of the *Alliance!* Franklin replied to this, "I charge you not to meddle with the command, or create any disturbance on board her, as you will answer the contrary at your peril."

Arthur Lee, as well as Commodore Gillon, had previously quarreled with Jones, and detested him. Lee, in a written opinion discussing constitutional questions as to the authority of Congress, and that of Mr. Franklin, advised Landais that he might lawfully treat our minister's orders with contempt. As Jones was constantly absent from his ship, spending much time in Paris, where he was the recipient of marked attentions, it was not difficult for Landais to work upon the mutinous spirit of the crew by charging Jones with neglect of their interests regarding prize money due them, to such effect that they addressed a letter to Franklin, signed by one hundred and

¹ Richard C. Sands, *Life and Correspondence of John Paul Jones*, New York, 1830, pp. 265-267. See Appendix H for Nathaniel Fanning's narrative of this transaction. Landais and his first lieutenant, Degge, were both tried by a court martial held on the *Alliance*, November, 1780, Captain John Barry, president; both were sentenced "to be broke, cashiered, and rendered incapable of serving in the American navy thereafter." The Board of Admiralty reported to Congress, March 28, 1781, that the plans of Jones for bringing clothing and stores to America were overset by Landais' misconduct, and Jones was exonerated from all charges for the delay. *Naval Records of the Revolution, 1775-1783*, Washington, 1906, pp. 170, 171, 173.

fifteen of the crew, declaring that they would not raise the anchor, nor depart from L'Orient, until their wages and the utmost farthing of their prize money had been paid them, and until *their legal captain, P. Landais, was restored to them.* This mutinous document was undoubtedly instigated by Landais; it bore unmistakable evidence of being penned, and was forwarded to Franklin, by Landais himself.

On the morning of the 12th of June Jones, at L'Orient, assembled his crew, before going on shore, and asked them if they could say a word to his disadvantage. They answered that they could not, and, according to Jones' account, showed every appearance of contentment and subordination. Jones then went on shore, and Landais, taking advantage of his absence, seized the command during the afternoon of that day. Jones heard of the transaction from Dale, who informed him that he and some others had just been turned ashore.

Jones immediately despatched by express to Franklin a statement of the occurrence. Upon its receipt Franklin procured an order from Versailles for the arrest and imprisonment of Landais, as a Frenchman and subject to French laws. Lee, under whose legal advice Landais had acted, wrote a long letter to Jones, in which he claimed that it was clear that Landais commanded the *Alliance* under the full and express order of Congress, and no other authority existed which could dismiss him from the command.

Some attempt was made by the commandant of the port to arrest Landais and prevent the departure of the *Alliance*. Jones declined to employ means to prevent her departure, interposing, he says, "to prevent bloodshed between the subjects of allied powers." The *Alliance* was hurried out of port with a mutinous crew—many of them in irons—taking Arthur Lee and a number of civilians as passengers. On the voyage homeward the officers and crew became dissatisfied with Landais' conduct, and compelled him to relinquish the command. Mr. Arthur Lee was particularly incensed against him, and principally upon his testimony, on his trial by court martial, Lan-

dais was dismissed from the service on the score that he was insane.

The conduct of Jones in thus abandoning his command has been commented upon at length by his biographers, and variously accounted for, the consensus of opinion being that, had he really wished to recover the command, he could have gone on board the *Alliance* with his officers as soon as he heard that Landais had taken possession of her, and would have met with no opposition from Landais, or, if he had ventured upon personal violence, Jones, being in the right, would not have been blamable for the consequences. The conduct of Jones during this extraordinary transaction seems inconsistent with his general character as a bold and determined fighter, and does not add to his reputation.

Following the entry in the *Alliance's* journal, recording the taking possession of her by Landais, the log continues with "An account of occurrences in L'Orient, respecting the *Bon Homme Richards* Officers & Crew" during the three days they were on shore waiting for orders. On the 16th of June they were ordered to, and removed on board the *Ariel* frigate, that ship having been loaned by the French to assist in transporting to America clothing and munitions of war, for which room could not be found on the *Alliance* and of which our army was sorely in need. The *Ariel* was a small frigate, formerly captured from the English by the squadron under d'Estaing.

The log-book now contains

A Journall Kept on Board the American Continental Ship of War, *Ariel*, of 26—Nine Pounders, Commanded by the Honble. John Paul Jones Esqr. commencing in the Port of L'Orient June the 16th: 1780.

Although under the date of the 16th, in the account of the occurrences on shore, is written "Commencement of the *Ariels* Journall," the first entry following the complete heading is on June 18th.

The remarks on the following days are full of interest. The

ship could hardly have been more than a hulk, in no way prepared for sea, for until the 8th of October—nearly three months—they show that she was remasted, sparred, altered, repaired, and refitted with sails and new rigging, besides receiving on board quantities of stores, clothing, and munitions of war, destined for America, that the *Alliance* had been unable to take. The movements of the *Alliance* under Landais are also recorded prior to her departure. On the 2d of September a grand entertainment was given by Jones, during which he endeavored to represent the battle with the *Serapis* to a large and distinguished company. An amusing description of another entertainment, about December 10th, appears in Fanning's narrative,¹ who figures in the log entry on the 2d of September as having been kicked by Jones and ordered below.

Although apparently ready for sea early in September, the ship was moved only to the Roads of Groix, where she lay until the 8th of October, apparently detained by contrary winds or foul weather. On that day she got to sea, and on the very night of her departure encountered a heavy gale which increased to a hurricane the following day, in which the ship was nearly lost.

The remarks of the 9th and 10th of October describe the distress of the ship, with some particularity for a formal log entry, but a more detailed account of this great storm is found in a report signed by the officers of the *Ariel* which Jones procured, possibly to confirm his own report of the gale and its effects, which he gives in his journal for the King.

He sailed from the Roads of Groix with such a quantity of arms and powder as filled the ship even between decks; the wind was fair and weather pleasant, but the next night the *Ariel* was driven by the violent tempest close to the rocks of Penmarque, a terrible ledge between L'Orient and Brest. The ship could show no sail, but was almost buried under water,

¹ See Appendix E for Fanning's account of Jones' entertainment. Although he states it to have occurred about De-

cember 10th, it probably is that recorded September 2d in the *Ariel's* log.

not having room to run before the wind, and having several feet of water in the hold. Finding the depth of water diminishing fast, Jones in the last extremity cast anchor, but could not bring the ship's head to the wind. Sometimes the lower yard-arms touched the water, and Jones had no remedy left but to cut away the foremast. This had the desired effect, and the ship immediately came head to the wind. The mainmast had got out of the step, and now reeled about like a drunken man. Foreseeing the danger of its either breaking off below the gun-deck or going through the ship's bottom, Jones ordered it to be cut away, but, before this could be done, the chain plates gave way, and the mainmast breaking off by the gun-deck carried with it the mizzenmast, and the mizzenmast carried away the quarter-gallery; two additional cables were spliced and veered out. In that situation the *Ariel* rode in the open ocean to windward of perhaps the most dangerous ledge of rocks in the world, for two days and two nights, in a tempest that covered the shore with wrecks and dead bodies, and that drove ships ashore from their anchors, even in the port of L'Orient.¹

This terrible gale was felt nearly all over Europe. In the *Gentleman's Magazine* for November, 1780, it is stated that "this dreadful hurricane was one of those tremendous tempests of which two or three occur in an age." In England it occurred on the night of Sunday, October 8th, and did immense damage by sea and land. It is a singular coincidence that, while Jones was experiencing this dreadful hurricane on the French coast, his opponent of a twelvemonth before equally felt its effects on the English coast.

In a letter to the Admiralty, dated on board the *Alarm*, at Plymouth, October 10, 1780, Sir Richard Pearson states as follows:

I arrived here on the evening of the 8th, it blowing very hard at S. E.; the next morning the wind shifted suddenly to W. N. W. and blew a gale all yesterday from that to W. S. W. and S. W. and continued until one or two

¹ See Appendix G for Fanning's account of the storm which wrecked the *Ariel*.

o'clock this morning; in which I had the misfortune to part my two Bowers and Sheet Cable, and was reduced to my spare anchor, which I had providentially got two cables on, which brought me up at eleven o'clock last night, when I found myself under the necessity of cutting away all my masts for the preservation of his Majesty's ship and the lives of my people. I am now in the same distressing situation as I was last night.¹

The storm continuing until the morning of the 10th, notwithstanding the heavy sea Jones succeeded on that and the following day in getting up jury, fore, and mizzen masts, and on the 11th, at noon, cut the cable, got under way, and anchored the *Ariel* on the 13th of October in the harbor of L'Orient.

The journal of the *Ariel* ends on the 14th of October. She remained at L'Orient until the 18th of December, when she again sailed, and arrived safely in the United States, having encountered an enemy's ship, supposed by Jones to be named the *Triumph*, which, after a short resistance, struck her colors, and a few minutes afterward (according to Jones) her captain had the baseness to fill his sails and run away. This voyage in the *Ariel* was the last service at sea performed by John Paul Jones under the American flag. He arrived in Philadelphia on February 18, 1781, having been absent from the United States three years, three months, and eighteen days.

Following the last entry of the *Ariel's* log, several leaves have been torn out. The book was reversed again, and immediately following "A List of The Men Names that has Desarted from The *Bone Homme Richard*, Lorient July, 19th. 1779" we find, in the identical handwriting of the logs of the *Serapis*, *Alliance*, and *Ariel*, "A List of Officers, & Men, belonging to the American Continental Ship of War, *Ariel*, Commanded, by the Honble, John Paul Jones." A comparison

¹ This letter is taken from the papers deposited in the British Museum, known as the Filkin Manuscripts, in ten note-books. They contain an extensive collection of memoranda—extracts from magazines, newspapers, contemporaneous publications, and Ad-

miralty documents—collected by Mr. Filkin with the intention of writing another Life of Paul Jones. Mr. Filkin dying, his note-books were presented to the British Museum. Full copies of them are in the editor's collection.

of this list with the muster-roll of the *Bon Homme Richard* shows that most of the officers and many of the crew of the former still followed the fortunes of Jones.

Upon several pages are also inscribed the following receipts:¹

Recd. from Capt. Richard Deal the sum of Twenty one pounds seventeen and sixpence for thirty five days work on Board the Ship *Count De Artois*. July 27. 1782.

Theobald Jennings

and

Reseved, August the 11—1782 of Mr. Richard Dale twenty Eight pounds as an Advance to gow in the Ship *Queen of France*—
£28.00.00.

James Dick

Another log is also contained in the book. It immediately follows the "List of the Officers and Crew of the *Ariel*," and is headed, "A Journal Kept on Board the Ship *Queen of France*, from Cape Henlopen towards Lorient." Beginning on August 20, 1782, it records the courses, distances run, the latitudes and longitudes of each day, up to and including September 10th, when the ship was in latitude 47° 19' N. and longitude 19° 15' W. There are no entries in the column under "Remarks."

Importance is attached to this log because it shows conclusively that the book was in the possession of Dale until the end of the cruise of the *Queen of France*, in February, 1783, about the time of the end of the Revolution.

From Cooper's "Life of Richard Dale" we learn that after his return to the United States in the *Ariel* Jones was anxious to take him with him to the ship *America*, to which Jones had been appointed, but Dale declined the service and was employed on the *Trumbull*, which was captured by an English

¹ From these receipts it would appear that the *Queen of France* was formerly the *Count d'Artois*. The James Dick who signs one of the receipts had served on the *Lexington* as midshipman, had been a prisoner of war in Mill Prison, was exchanged, and served on the *Alliance* with Dale. See Calendar of Jones Manuscripts, p. 182. There were seven privateers or letters-of-marque named *Queen of France*, of which the bonds are listed in the papers of the Continental Congress in the Congressional Library.

fleet, and for the fourth time Dale was made prisoner, but was exchanged in November, 1781. No new service in the regular navy offering, Dale obtained a furlough and joined a large letter-of-marque called the *Queen of France*, that carried twelve guns, as her first officer. Soon after he was appointed to the command of her and, in company with several other letters-of-marque, sailed for France, making many captures by the way. Dale's ship, however, parted from the fleet, and, falling in with an English privateer of fourteen guns, a severe engagement followed, in which both parties were much cut up, and they parted by mutual consent.¹

Upon the termination of hostilities, in common with most of the officers of the navy, Dale was "disbanded," and engaged in the East India trade until 1792, when he was restored to the navy as captain in the reorganized marine.

It was probably during this period that our log-book passed into the possession of Jones, who was urging his claims for rank and prize money before Congress.² Failing to obtain what he termed "proper consideration," after a cruise with the French fleet Jones was commissioned as agent to look after the prizes made on his cruises in European waters and sailed for France November 10, 1783, in the *Washington*, late *General Monk*, the ship captured by Barney in the *Hyder-Ally* and then commanded by Barney. Jones left in the care of a Mr. Hyslop of New York a portion of his papers, being the same which later turned up in the keeping of the baker in New York, and upon which Sherburne based his life of Jones, and from him the logs of the *Ranger* and *Bon Homme Richard* appear to have been purchased in 1824 by Captain Boyd, before alluded to. But Jones took with him those papers which he deemed most important to the discharge of his mission to France, not the least of which was the book containing

¹ See Life of Richard Dale, by J. Fenimore Cooper, Philadelphia, 1846, Vol. II, p. 257.

fore Congress to obtain higher rank on the navy list, see letter from Captain James Nicholson to Captain John Barry, Appendix B.

² For an account of Jones' efforts be-

the muster-roll of the *Bon Homme Richard*, which probably was the only authentic and official list then in existence, and indispensable to the proceedings in the French prize courts.

The papers and property of Jones, upon his death in Paris in 1792, passed to his sister Mrs. Taylor, and upon them as a base followed the Edinburgh "Life of Jones," also that by Sands—by all conceded to be the best of the numerous biographies of Jones—while Sherburne's book, published in 1825, is properly criticized as a chaotic compilation, creating inextricable confusion in the mind of a reader.

There has always been some difficulty in finding a correct muster-roll of the *Bon Homme Richard*.¹ The list published by Sherburne he states is made from "official sources," and is shown by the correspondence on the subject to have been made from "a certified copy of a copy." This is undoubtedly the document now in the Congressional Library, being a copy, written by a Frenchman, of the muster-roll filed by Jones in the French prize courts and certified to by him as correct. As this list corresponds with great exactness to the muster-roll of the officers and crew of the *Bon Homme Richard*, making due allowances for desertions, men sent away in prizes, and possibly new enlistments, it seems evident that the original basis of the lists was that contained in the log-book. The names of the French volunteers and marines were not entered in the muster-roll, but were probably ascertained by Jones in France, and added to the copy filed by him.

The editor has alluded to the fact that the logs of the *Serapis*, *Alliance*, and *Ariel*, as well as the list of the officers and crew of the *Ariel*, are all written by the same hand. The penmanship is remarkably good, the orthography correct, showing the writer to have had some pretensions to scholarship and clerical ability, much more than that shown by either Dale or Lunt. It had been conjectured that the writer was Midshipman Nathaniel Fanning, who served under an appointment by Jones

¹ See correspondence on the subject of the muster-roll and prize money, Sherburne's *Life of Jones*, New York, 1851, pp. 266, 364, 365, 366.

on the *Richard*, *Serapis*, *Alliance*, and *Ariel*. He it was who, stationed in the maintop, threw, or caused to be thrown, the bomb which, exploding on the gun-deck of the *Serapis*, created such havoc as to have been largely instrumental in bringing the action to a close.

Fanning has left a narrative of his life, in which he claims to have been Jones' private secretary, and to have had close and intimate relations with him. He also refers to the journal kept by him, and the dates of the occurrences, as stated at length in his narrative, correspond with some accuracy with the same events as recorded in the several logs.¹ The journal of the *Ariel* ceases when Fanning left the *Ariel*, probably because of the slight misunderstanding recorded in the *Ariel's* log on the 2d of September, an occurrence which sufficiently accounts for Fanning's severe criticisms of Jones, given in his narrative, with frequent allusions to his ungovernable temper.

Another reason for the conjecture arose from the fact that the name of Nathaniel Fanning, as well as that of Beaumont Groube, both in the muster-roll of the *Richard* and the *Ariel*, are in the unmistakable handwriting of the penman of the logs. As opposed to the conjecture, however, the name of Nathaniel Fanning is spelled Fenning in the *Richard's* list, while in that of the *Ariel* it is correctly spelled.

This caused the editor to make further investigations, as it was apparent that if Fanning was not, possibly Midshipman Groube was, the writer of the logs, particularly as he had been considered competent to act as judge-advocate of a number of courts martial, and, inferentially, was a better scholar than other officers under Jones' command.

Availing himself of the cordial assistance of Mr. Putnam, the Librarian of Congress, and Mr. Hunt, chief of the Manuscripts Division, the editor procured a facsimile of a long letter written by Beaumont Groube to Captain Bell, commanding

¹Narrative of the Adventures of an American Navy Officer who served during part of the American Revolu- tion under the Command of Com. John Paul Jones, New York, Printed for the author, 1806.

the privateer *Luzerne*, then at L'Orient, dated May 3, 1780, when both Groube and Fanning were attached to the *Alliance*, asking his good offices in accommodating a quarrel with Lieutenant Degge, one of the officers then on the *Alliance*.

Upon comparison of the penmanship of this letter with that of the logs, it was established, beyond any possible doubt, that Midshipman Groube was the scribe of all three logs, the handwriting being identical.¹

There is a certain amount of interest attached to Midshipman Groube, growing out of the fact that there are a great many contemporaneous prints which represent Jones in the act of shooting a Lieutenant Grubb for attempting to haul down the colors of the *Richard*. As there was no Lieutenant Grubb in the ship, Groube has been made, by writers of numerous chap-books, the victim of this act of Jones. These chap-books are mainly fabrications of their authors and engravers, and may properly be called the "dime novels" of the period.

Groube probably returned to the United States with Jones in the *Ariel*, although he discontinued keeping the log on the 14th of October, 1780. He seems to have disappeared, as no further trace of him can be found, nor is there any account of his previous life. It is evident, however, that he was a young man of good education, as shown by his handwriting and correct spelling—unusual accomplishments of the sailors of that period—as well as from his selection as judge-advocate of the many courts martial held on the officers and men of the *Richard*² when that ship was fitting for sea at L'Orient.

The editor would call attention to the fact that, although the greater part of Jones' voluminous correspondence is now deposited in the Library of Congress, Mrs. Taylor, or her daughter Jeanette Taylor, parted with many interesting documents, and there are also to be found in the hands of individuals many others which have never been published. Besides the log-

¹ For facsimiles of a page in the *Sera-*
pis' journal, and letter of Midshipman
Beaumont Groube, see pp. xxxvi–xxxviii.

² Calendar of Jones Manuscripts, in
Library of Congress, pp. 98, 99.

On the following four pages are reproduced for the purpose of a comparison of the handwriting facsimiles of the first page of the *Serapis*' log, and opposite it a page from a letter by Beaumont Groube. On the two subsequent pages are the continuation of the letter and a page from the ship's muster-roll. Almost at a glance it can be seen that the two signatures were written by the same hand and that the writing in the log and that in the letter are identical as to penmanship.

A Journall kept on Board the
 Serapis, an English Ship of War, of 44 Guns
 taken the 23. of September, by the Bon Homme Richard,
 now Commanded by the Honbl^e John Paul Jones.

H	K	R	F	Courses	Winds	Remarks on Sunday 26 th Septr. 1779
1	2			SSE	SSW	These 24 Hours Cloudy Weather, Fresh Bruges Wind, in Company with the Frigates Alliance and Pallas, the Brig Renommee, and Countess of Scarborough of 20 Guns, one of the prizes People Employed repairing the Rigging &c of the Serapis, which Ship Capt. Jones as Commodore, had hoisted his Flag. the Bon Homme Richard sinking from the damage she received the night of the Action The Master at Arms was put in irons for letting the prisoners loose in the night of the Engagement
2	2					
3	2					
4	2					
5	2					
6	2					
7	2					
8	2					
9	2					
10	3					
11	2					
12	2	1				
1	2					
2	3					
3	2					
4	2					
5	2					
6	2					
7	2					
8	2					
9	2					
10	2					
11	2					
12	2					

Mr. An Address from a Young Man, under my peculiar
Situation, and to whom has not the Honour, of being known to you,
I hope you will not construe into an unpardonable freedom, which
nothing but the Necessity and Appearance, of losing Honour,
Reputation, - which I Estimate beyond Existence, should make me
Plead you, would favour me with your Friendship, in seeing Cap^t
Jones, respecting the affair, betwⁿ Mr. Diggs, and me last Saturday
on the Parade.

Mr. Diggs threatens me with the utmost of his
Malice, and in such terms, by his Expressions, that you may, Sir
Judge, from the Intended letter given me by his own hand,

I hope Cap^t. But, you will pardon, the further
Intimation, of acquainting you with the Particulars, of the Quarrel, -

some days after Cap^t

Jones, departure, Mr. Diggs, went on board, he sent a Message for us
to come on board, or he would break us, - Mr. Tanning wrote
Mr. Diggs, a letter, in Terms, that were very disgusting to him,

- Acquainting him of his Intentions, of staying on Shore, until the
Arrival of Cap^t. Jones, I likewise, wrote him a Letter, in Terms
that were very respectfully, which he did me not the Honour to open
but as I am informed, threw it out of the Gun Room Port, I was
preparing to go on board, in company with Mr. Tanning, when we
received two Orders, one succeeding the other, of his determined
Intention, of bringing us off, by a Squad of Soldiers, this added
with the former threat, rather surprised us, and made us anxious

of being taken by him, and of remaining on board, until our Cap^t arrived,
Last Saturday, Mr. Diggs, came on Shore, we waited on him
immediately to apologize for our Behaviour, in the presence of several
American Gentlemen, - Mr. Diggs addressed himself to Mr. Tanning

125

Received him up his letter, gave him his Hand, and told him he was
his Friend and wished to be on good Terms with him. I then spoke to
Mr. Bigges, (as I never at any time had behaved disrespectful to him
or any other,) I hoped he would Pardon my Inconsistency in my
conduct, as I was ready to ask his Pardon, before all the Gentlemen
then present, and if he would give me time to speak, he would
find my conduct not blamable. His answer was he did not know
me nor had he anything to say to me. After the Play Mr. Bigges
and I met in the Parade, I then again desired him to give me
Answer, he then made me a many Oaths & Conjurings, and gave
me very ungentleman like language. The last of which you may see in
Witney see. I then must acknowledge I no longer considered the
dignity of Rank, but considered myself as a Gentleman and a
Knave in my Books, both which Reputation and Reputation
I sought myself known to maintain the honor of both my life
and I hope sever shall. — This is the Answer Mr. Bigges
justifiability was great.

I am instant, friends, to represent this
to my Capt. who may be prejudiced from unfair & untrue
reports in your see or hear me. As your Captain as a Gentleman
I hold him, and believe our Capt. will you as I never hear any
single act of mine reflect your Captain's Honor.

May 3. 1700

I beg with the most respect to receive your

Very D^r Bell

Yours most Obed^t Servt

Able Bell

Benjamin Franklin

P.S. Please to return Mr. Bigges letter to you have written
Concerning it

W^m C^o 1700

Place of Imprisonment

Nantucket	Robert Robison	Lieutenant
Wimbaug April 5.	Nichad Delle	
Ditto Delle 5.	Henry Lunt	
	Cutting Lunt	Master
	Matthew Power	
	Lawrence Edwards	Sergeon

	William Smith	Master-Mate
	Samuel Stacy	Ditto
Dinan March 16	John Hale	Ditto
Wimbaug April 5	Joshua Caswell	Ditto

Togue March 19 th	Rubin Chase	Midshipman
Wimbaug April 5 th	Benjamin Stucke	Ditto
Hagan December April 11 th	Thomas Otter	Ditto
Orford June 5 th	Benjamin Boutte	Ditto
London June 15 th	John Mayrant	Ditto
Ditto Ditto 15	John Lithwith	Ditto
Ditto Ditto 15	William Daniel	Ditto
Ditto Ditto 15	Richard Cowan	Ditto
Nantucket	Nathl. Fenning	



books here printed—as well as the log-books of the *Ranger* and *Bon Homme Richard* heretofore referred to—Miss Taylor informed Mr. Cooper that she had given Jones' original commission as lieutenant, dated August 8, 1776, to some one in Scotland as an autograph of President Hancock. The original certificate of Hancock, appointing him to the command of the *Providence*, is in the editor's collection, while his commission, dated October 10, 1776, of which Sherburne in his edition of 1851 prints a facsimile, is now in private hands.

Miss Taylor also presented to a relative the original certificate of Jones' membership in the Society of the Cincinnati, signed by Washington, dated October 31, 1785, which is now owned by Colonel N. Arnott of Edinburgh, a descendant of the Paul family.¹ The original commission of Jones authorizing him to arrange the difficulties with the Barbary powers is in the remarkable collection of Mr. Grenville Kane, of New York. Eighteen autograph letters from and to Jones are now offered for sale by a London dealer for the modest sum of \$5,000; these evidently escaped from the Taylor family.

The editor has deemed it not uninteresting, although not immediately connected with the principal object of this publication, to refer to the dispersion of Jones' letters and public documents, and to print in the Appendix an interesting letter to Commodore Esek Hopkins,² also a letter from Captain James Nicholson to Commodore John Barry relating to Jones' efforts before Congress to be placed at the head of the navy, both of which are in the editor's collection of manuscripts. In the Appendix will also be found a copy of a letter of Jones, addressed to John Wendell—which as a composition may be considered as one of the most remarkable of all his epistolary effusions. The original letter is now in the possession of the Wendell family. None of these letters have ever been published.³

¹ See Notes on a Wax Medallion, and Relative Letter, of Paul Jones, by Francis Caird Inglis, F.S.A. Scot., 1906, p. 18.

² See Appendix C.

³ See Appendix D.

In concluding this preamble to the logs, it will be noted that the editor has supplemented the ship's stories by drawing largely upon the accounts of the events, barely touched upon in the remarks to be found in the numerous biographies of John Paul Jones, and upon the papers relating to his career now deposited in the Congressional Library. This has been done because it was possible that, as the biographies are out of print and rather scarce, they might not be readily available to many of the readers.

The first authentic "Life of Jones," throwing aside the numerous so-called chap-books, was that of André, published in French in Paris, 1798, translated and republished in "Niles' Register" for the year 1812. Following the discovery of Jones' letters, Sherburne produced his first edition in 1825. The manuscript of this first edition he sent also to John Murray in London, who caused it to be edited by Disraeli, later the Earl of Beaconsfield, and published the book in the same year, 1825.¹ The preface of this book, according to the editor of the "Life of Disraeli," was the earliest appearance of Disraeli as an author. Sherburne was aware of the existence of the papers in the possession of the Taylor family, and endeavored to obtain them; but his request was refused, as they were already in the hands of the author of the Edinburgh "Life of Jones," published in 1830.

Then followed the "Life of Jones" by Robert C. Sands, from the original letters and manuscripts in the possession of Miss Jeanette Taylor—New York, 1830. Mackenzie's "Life," in 1845, and Cooper's "Life," in 1846—both based upon Sands and Sherburne—contain but few additional matters of interest. Sherburne's "Life," published in 1825, was so freely criticized that a second edition, corrected and enlarged, was published in 1851.

¹ The Life of Paul Jones, from original documents in the possession of John Henry Sherburne esq., Register of the Navy of the United States. London: John Murray, Albemarle

Street, MDCCCXXV. Also, The Life of Benjamin Disraeli, Earl of Beaconsfield, by William Flavelle Monypenny, New York, 1910, pp. 60-61.

Several other lives of Paul Jones, simply reproductions of the foregoing, with illustrations, and in cheaper popular form, have also appeared, worthy of place only in a bibliography. Later we have the "Life" by Buell, which, although he calls it a history, is simply a pleasing, popular romance.

The history of the logs here reproduced may be thought somewhat obscure, being founded upon some conjectures, deductions, and probabilities, as well as absolute facts. The editor purchased the log-book at the sale of the library of Mr. S. L. M. Barlow, of New York, in 1889, it being item No. 2760 in the catalogue prepared by Mr. J. O. Wright. Mr. Wright states that Mr. Barlow acquired the book through Mr. Harrisse or Mr. Stevens, of London, some time previous to 1869.

The portrait facing the title-page has been selected from the numerous engraved portraits of Jones as not only the best authentic likeness taken from life, excepting perhaps the bust by Houdon, but the earliest in point of execution, having been drawn by a celebrated artist, Moreau le Jeune, in May, 1780, when Jones was in command of the *Alliance*, at L'Orient.

The portrait by Charles W. Peale, now in Independence Hall, Philadelphia, was executed seven years later, and has been reproduced many times. A comparison of the two with the Houdon bust demonstrates at once that the Moreau le Jeune portrait is by far the more faithful likeness, and of a greater personality than Peale's painting, with which we are more familiar. The great number of engraved contemporaneous so-called portraits of Jones attest the interest attached to his career in Europe. Many of them are purely imaginative, and exist in all forms of engraving from the grand folio mezzotint to the absurd caricature, and have formed the special object of pursuit by many collectors of Americana, with the result of extraordinary values for the rare ones, including the one here reproduced.

The most remarkable collection of Jones' portraits, and pic-

Print Published in London, First of December, 1781

By John Harris, Sweetings Alley, Cornhill.

"To the Merchants trading to Russia, this Print representing the gallant Defence of Capt'n Beeson in his
Majesty's Ship *Serapis*, and the Countess of Scarborough Ship'd Ship Capt'n *Lacy*, against Paul Jones's
Squadron, whereby a valuable Fleet from the Baltic were prevented from falling into the hands of the Enemy,
is with the greatest respect Inscribed by their humble Servt.
John Harris."



tures relating to Jones' career, is that of Mr. Grenville Kane, of New York.

The picture of the engagement is a rare print, and has been selected instead of the more familiar one taken from the painting by Richard Paton.

The original painting by Paton is owned by the heirs of Lord Amherst, whose ancestral estate included Flamborough Head, off which the famous battle was fought. It has recently been offered for sale for the sum of £3000.

In concluding this introduction to the logs, it has been the editor's purpose to avoid repeating the incidents of Jones' life related in his numerous biographies or quoting literally from his voluminous correspondence, but he has referred to them only in so far as they seemed to be connected in some measure with the log stories. The letters given in the Appendix have been copied from the originals and have never before been printed, while the extracts from Fanning's narrative are taken from a book of which very few copies are in existence.

A reprint of this narrative has been contemplated by the executive committee as one of the future publications of the Society, it being the only known autobiography of a man and officer who served under Jones in European waters.

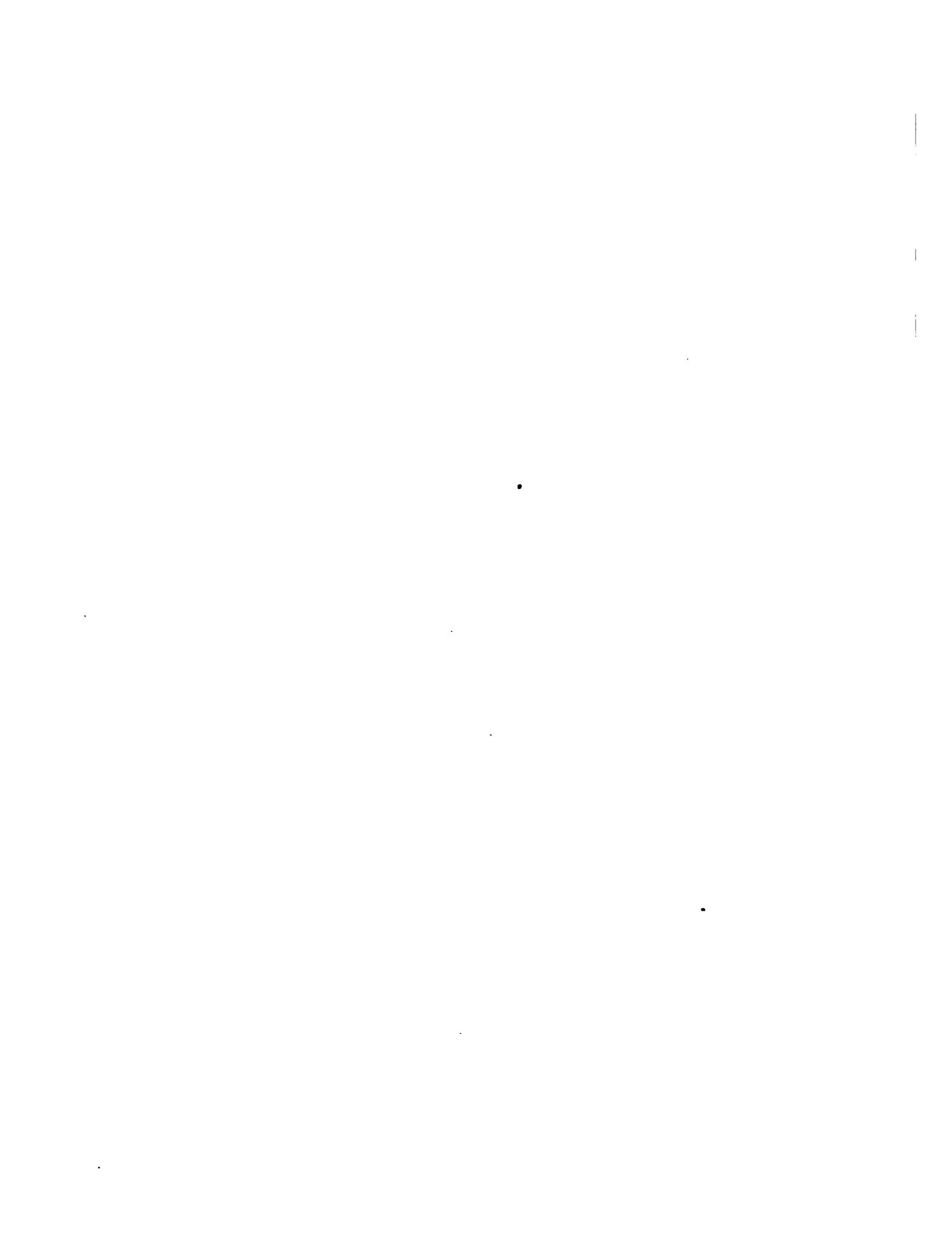
It remains for the editor to express his acknowledgments to Mr. Robert W. Neeser, the secretary of the Society, for his very able assistance in the preparation of this volume for the press, in correcting and revising the proof-sheets, and in verifying the references.

To Mr. Herbert Putnam, Librarian of the Congressional Library, and his able assistants Mr. Gaillard Hunt and Mr. J. C. Fitzpatrick, the editor's thanks are due for their interest and assistance, as well as to Mr. Charles W. Stewart, the Librarian of the Navy Department.

The absence of Rear-admiral Goodrich, at whose instance the Naval History Society was organized, this publication undertaken, and whose coöperation was expected, has contributed to the delay in the publication, for which the editor begs the indulgence of the members of the Society.



**THE LOGS OF THE
SERAPIS—ALLIANCE—ARIEL**



(List of Officers and Men of the Continental Ship,
Bon Homme Richard)

(July the 26th, 1779)

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Mens Names</i>	<i>Qualities</i>			
		Robert Robison ¹	Lieutenant			
Nantes March 4th		Richad Dale				
Pimbauf April 5th		Henry Lunt				
Ditto Ditto do.		Cutting Lunt	Master			
		Matthews	Purser			
		Lawrence Brooks,	Surgeon			
		William Smith	Masters Mate			
		Samuel Stacey	Ditto			
Dinan March 16th		John White	Ditto			
Pimbauf April 5th		Joshua Carswell	Ditto			
Fugere March 19th..		Reuben Chase	Midshipman			
Pimbauf April 5th		Benjamin Stubbs	Ditto			
Havar Degrace April 1th..		Thomas Potter	Ditto			
L'Orient June 5th		Beaumont Groube	Ditto			
Lorient June 15		John Meyrant	Ditto			
Ditto Ditto 15		John Linthweith	Ditto			
Ditto Ditto 15		William Daniel	Ditto			
Ditto Ditto 15		Richard Corum	Ditto			
Nantz		Nathl. Fenning				

<i>Place & Time of Entry</i>	<i>No</i>	<i>Mens Names</i>	<i>Qualities</i>		
Antreum March 19.		Stepen Lee	Captains Clark		
Fugere May 21		John Peacock	Surgeons Mate		
Pimbauf April 5th..		John Burbank	Master a Arms		
Nates February 22th..		John Conner	Gunner		
Fugere March 19th..		John Robinson	Coxswain		
Ditto Ditto		Andrew Lendsey	Boatswain		
Pimbauf April 5		John Gunnison	Carpenter		
Ditto Ditto do.		Joshua Brewster	Cooper		
Brest March 2d.		William Sturges	Armourer		
Nantes April 5th.		Daniel Russell	Steward		
Havar Degrace April 1st		William Clarke	Sailmaker		
Pimbauf April 5		Jacob True	Yoeman powder roome.		
Fugere March 19th		John Thomas Cook	Cook-----		
			Gunners Mate		
			Ditto		
Brest March 2		Richard Williams	Boatswain Mate		
Fugere May 21		Richard Williams	Boatswain, Mate		
Brest March 2		Edward Garrett	Ditto		
			Ditto		
			Ditto		
Nantes March 15th..		Thomas Miller	Carpenter Mate		
Ditto Ditto 15..		William Physick	Ditto		
Pimbauf April 5th..		John Madden	yoeman at Armes		
			Ditto		
Fugere March 19th..		John Haynes	Boatswain Ditto		
			Gunners Ditto		

<i>Place & Time of Entry</i>	<i>Mem Names</i>	<i>Qualities</i>			
Nanys April 5th..	Icabad Lord--	Carpenters yoaman			
Brest March 2th..	William Roberts---	Coopers Ditto			
Fugere March 19th..	Thomas Davis.--	Armourers Ditto			
Haver Degrace April 1. th	Hugh Woulton	Sailmakers Ditto			
Brest March 2d.	George Campbell	Cooks--Ditto			
Ditto-Ditto do.	Joseph Holland	Ditto-Ditto			
Ditto--Ditto do.	John Williams	Quarters Masters			
Nants April 15th..	James Conner----	Ditto			
Ditto.Ditto do.	Robert Steel...--	Ditto			
Ditto April 5th..	George Tufathan.-	Ditto			
Lorient ditto 20th..	Robert Towers.—	Ditto			
Haver Degrace ditto 23th ..	William Thompson	Ditto			
Fugere March 19th..	John Woulton.—	Ditto			
Brest Ditto 2th..	Robert Stevens	Quarter Gunner			
Ditto. Ditto 2th..	Arthur Randall	Ditto			
Ditto Ditto 2th..					
Nants ditto.. 15	James Whelton.—	Ditto			
Ditto Ditto 15th	Thomas Mc.Carthy	Ditto			
Lorient April 20th..	Jonathan Wells	Ditto			
Haver Degrace April 1. th.	Robert Mc.Cormick	Ditto			
Denant May 23th..	William Barry	Ditto			
Ditto-Ditto 23th..	Thomas Cooks	Ditto 21			

<i>Place & Time of Entry</i>	<i>Mens Names</i>	<i>Qualities</i>			
Pimbauf April 5th	John Down	Quarter Gunner			
Lorient July 19the.	Francis Campbell	Ditto			

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Names</i>	<i>Qualities</i>
Fugere. March 19the.	...	William Lee	Yeoman Forecastle
ditto....ditto 19the		John Robinson.....	... Yeoman Main top
ditto....ditto 19the		John Murphy.....	ditto
ditto....ditto 19the.....		Thomas Jones.....	... Do. Mizen top
Nants. ditto 15the.		William Johnston--	ditto Fore top
Fugere March 19the.		John Brown....	ditto--ditto
ditto May 21th,..		James Nicholson	ditto after guard
Dinan March 16th,,		John Balch...	ditto--ditto
Brest March 2th,,		Michael Woolf--	Seaman
ditto, Ditto 2		Thomas Turner--	ditto
ditto ditto. 2th,--		Jacob Andrews---	ditto
Ditto Ditto 2th,,		John Sheas---	ditto
Denaunt March 16th,,		James Waggarell	ditto
Ditto--Ditto 16---		Hugh Gorman--	ditto
Ditto--Ditto 16		Gilbert Crumb	ditto
Ditto--Ditto 16		Thomas Bartlet---	ditto
Ditto--Ditto 16		James Smith----	ditto
Fugere March 19th,,		Barnaby Kirk---	ditto
Ditto Ditto 19th,,		George Hayes---	ditto
Ditto--Ditto 19th,,		Thomas White---	ditto
Ditto--Ditto 19th,,		Henry Martin	ditto
Denant March 16th,,		Robert Weatherhead	ditto 21

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Mens Names</i>	<i>Qualities.</i>
Fugere March. 19th,,		Isaac Lane.—	Seaman
Lorient, April 20th,,		Arthur Young...	Ditto
Ditto.—Ditto do.----		Richard Fell—	Ditto
Ditto.. Ditto do.——		Robert Hill...	Ditto
Ditto Ditto do.		William Fox.—	Ditto
Ditto.. Ditto do.		James Yuney--	Ditto
Ditto.. Ditto do		Duncan Taylor—	Ditto
Ditto.. Ditto do.		John Mc.Kinlay	Ditto
Nants, March 15th,,		George Walker.—	Ditto
Ditto.—Ditto do.		William Adamson	Ditto
Ditto Ditto do.		Michael Thompson	Ditto
Ditto Ditto do.		William Wilson--	Ditto
Ditto—Ditto do.		James Kirby--	Ditto
Ditto—Ditto—do		David Kirk	Ditto
Ditto—Ditto do.		Lewis Brown	Ditto
Ditto—Ditto do.		John Harriment	Ditto
Ditto—Ditto do.		James Evans.—	Ditto
Ditto Ditto do.		John Hart---	Ditto
Haver Degrace April 1th,,		William Hamilton	Ditto
Brest March. the 11d,		John West.—	Ditto
Fugere May 21th,,		John Whright	Ditto 21

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Mens Names</i>	<i>Qualities.</i>
Fugere March 19th		John Pierce---	Seaman
Fugere May 21th,,		Robert Dougherty	Seaman
Ditto Ditto do.		Richard Hughes	Ditto
Ditto.. Ditto do.		John Brown	Ditto
Ditto.. Ditto do.		Adam Mc.Creight	Ditto
Ditto.. Ditto do.		William Clidodale	Ditto
Ditto.. Ditto do.		John Williams. the 2	Ditto
Ditto.. Ditto do.		Michael Slater	Ditto
Ditto.. Ditto do.		Joseph Landcraft	Ditto
Ditto Ditto do.		Ezra Abbot.—	Ditto
Denant May 23th,,		John Conner..	Ditto
Ditto Ditto.. do.		Lawrence Driskell	Ditto
Ditto—Ditto do.		Henry Phillips--	Ditto
Lorient May 27th,,		John Jonathan Stell	Ditto
Ditto April 20th,,		Jacques Morean—	Ditto
Ditto June 14th		James Johnston	Ditto
Ditto Ditto 14		George Kelson	Ditto
Ditto Ditto 14		Joseph Walker..	Ditto
Nants March 15th,,		Andrew Thompson	Ditto
Pimbauf April 5th		John Mc.Caffrey	Ditto
Fugere, May 21th..		Thomas Cane...	Ditto
Ditto March 19the,,		Benjamin Morris	Ditto 22
Fugere May 21th.		John Hall--	Ditto 23

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Men Names</i>	<i>Qualities</i>
1779.			
Dinant March 16th.		Edward Conner	Ordinary Seaman
Fugere March 19the,,		James Mc.Kinzee	Ditto
Lorient April 20the,,		Robert Mc.Colloch	Ditto
Brest March 2the,,		Robert Rowen	Ditto
Ditto--Ditto 2		David Prichard	Ditto
Ditto Ditto 2		Nicholass Lawless	Ditto
Ditto.. Ditto 2		Andrew Ryan--	Ditto
Ditto-Ditto 2		Samuel Mathews	Ditto
Dinant March 16th,,		John Hayney—	Ditto
Ditto Ditto 16		ThomasCane, the first	Ditto
Ditto Ditto 16		Lawrence Furlong	Ditto
Fugere March 19the,,		W. Thomas Forrest	Ditto
Ditto-Ditto 19		Stephen Ously	Ditto
Ditto Ditto 19		Thomas Harris	Ditto
Lorient April 20th,,		Robert Jones--	Ditto
Paimbauf April 5th,,		Robert Mahany	Ditto
Lorient April 20th,,		John Colbreath--	Ditto
Fugere May 21th,,		Edward Loyd--	Ditto
Ditto, Ditto do.		James Crauford	Ditto
Ditto-Ditto do.		John Hammond	Ditto
Ditto Ditto do		Daniel McCarty	Ditto
Ditto-Ditto 4			
Lorient June 12th,,		Lawrence Vernus	Ditto 22

<i>Place & Time of Entry</i>	<i>Men Names</i>	<i>Qualities</i>
Lorient June 14th	James Kindrick	Ordinary Seaman
Ditto-Ditto 14	Joseph Love---	Ditto
Ditto. Ditto 14	John Lighton--	Ditto
Ditto-Ditto 14	Joseph Louen. french man,	Ditto
Dinant March 19th,,	George Johnston	Ditto
Lorient June 14th	Joseph Love	Ditto
Lorient July 19-----	Francis Campbille	Seaman
Brest March 2th..	Anthony Jeremy	Landsman
Ditto-Ditto 2th,,	William Mallet	Ditto
Ditto Ditto 2th,,	John Ridway	Ditto
Ditto Ditto 2th	George Munnical	Ditto
Ditto-Ditto 2th	Richard Williams	Ditto
Ditto-Ditto 2th,,	Robert Marshall	Ditto
Ditto-Ditto 2th,,	James Power	Ditto
Ditto-Ditto 2th,,	John Jordan	Ditto
Fugere March 19th,,	James Parry	Ditto 14

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Men Names</i>	<i>Qualities</i>	
Fugere March 19		George Williams	Landsman	
Do. Do.		James Martin	Do.	
Do Do.		Henry Couzen's	Do.	
Do, Do,		Alexr Cooper	Ditto	
Ditto Ditto do.		John Mc.Donnald	Ditto	
Lorient April do.		Stephens Graves	Ditto	
Ditto Ditto do.		Meacum McDonal	Ditto	
Ditto Ditto do.		Thomas Davis	Ditto	
ditto ditto do.		William Thomson,	Ditto	
Ditto Ditto do,		William Morgan	Ditto	
Ditto--Ditto do.		Robert Mastres	Ditto	
Ditto--Ditto--do.		John Gray	Ditto	
Ditto Ditto do.		Peter Richardson	Ditto	
Ditto--Ditto do.		John Damster	Ditto	
Ditto--Ditto do.		Joseph Stewart	Ditto	
Ditto--Ditto do.		Samuel Ferguson	Ditto	
Pimbauf April 5th..		Samuel Fletcher	Ditto	
Ditto,, Ditto do.		Ichabod Shaw	Ditto	
Ditto--Ditto do.		Thomas Hammet.	Ditto	
Ditto--Ditto do.		Stephen Loley	Ditto	
Ditto--Ditto do.		Abisha Rogers	Ditto	
Ditto--Ditto do.		Aron Goodwin	Ditto	
Ditto. Ditto do.		Nathl. Kennard	Ditto 23	

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Mens Names</i>	<i>Qualities</i>	
Dinant March 16th,,		William Smith	Landsman	
Ditto--Ditto 16		Simon Searle	Ditto	
Ditto.. Ditto 16 -		Simon Williams	Ditto	
Ditto.. Ditto 16 -		Joseph Crooks—	Ditto	
Fugere May 21the,,		Peter Corster—	Ditto	
Ditto.. Ditto do..		Andrew Maison	Ditto	
Ditto.. Ditto do		William Woodhead.	Ditto	
Lorient April 20th,,		William Cullingwood.	Ditto	
Ditto — Ditto — do :		John Smart	Ditto	
Dinant, March 16th.				
Ditto.. Ditto. do.		Stephen McCoy	Ditto, Taylor	
Fugere March 19th..		Charles Ryley	Ditto, Taylor	
Pimbauf April 5the..		Thomas Knight	Carpenter	
Nants March 15the..		James Linn	Barber	
Lorient April 20th		Joseph Collison	Carpenter	
Ditto.. Ditto 20th..		John Handerhan	Joyner	
Ditto.. Ditto 20th..		John Rice	Cooper	
Ditto.. Ditto 18the		Jacques Connou	Carpenter	
Ditto — Ditto — 25th				
Dinant March 19		Thomas Cole	Landsman 18	

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Mens Names</i>	<i>Qualities</i>
Brest March 2the.		Peter Nuddle	Boy
Dinant March 16the		Chales Finch	Ditto
Fugere March 19th--		Patrick Condon	Ditto
Brest March 2th..		Daniel Swain	Ditto
Ditto Ditto do.		Joseph Brussen	Ditto
Ditto--Ditto do.		William Totten	Ditto
Ditto Ditto do.		Richard Jeffers	Ditto
Fugere March 19th..		John Jones the 1d.	Ditto
Ditto Ditto do.		Joseph Burns	Ditto
Ditto-Ditto 20th		John Flood---	Ditto
Ditto--Ditto do.		Samuel Higgens	Ditto
Ditto Ditto do.		John Duffy	Ditto
Ditto-Ditto do.		John Jones the 2d	Ditto
Ditto-Ditto do.		John Stephens	Ditto
Ditto Ditto do.		Jeremiah Loney	Ditto
Ditto Ditto do.		Alexander Mc.Donn ald.	Ditto
Ditto..Ditto do.		Chals Donnelly	Ditto
Ditto--Ditto do.		Daniel Murphy	Ditto
Ditto--Ditto do		John Panherman.	Ditto
Ditto-Ditto do.		John Cox	Ditto
Ditto-Ditto do.		William Knox	Ditto
Ditto--Ditto do.		Aron Smith	Ditto
Ditto--Ditto do.		Abram Martell	Ditto
Ditto Ditto do.		William Shewsberry,	Ditto 24

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Mens Names</i>	<i>Qualities</i>	
Pimbauf April 5th		Nathaniel Bayly	Boy	
Nants March 15th,,		Henry Humphreys	Ditto	
Ditto Ditto do.		William Langum	Ditto	
Ditto Ditto do.		John Moore—	Ditto	
Lorient April 20the,,		James Mehanny	Ditto	
Ditto Ditto do.		James Mane--	Ditto	
Ditto Ditto do.		John Crowly	Ditto	
Ditto Ditto do.		Hugh Mc.Intire	Ditto	
Ditto Ditto do.		William Wilkinson.	Ditto	
Ditto Ditto do.		Robert Mc.Cullock	Ditto	
Ditto Ditto do.		Daniel Cammeron	Ditto	
Ditto Ditto do.		Angus Campbll	Ditto	
Ditto—Ditto do.		David Stockton	Ditto	
Ditto Ditto do.		Elijah Middleton	Ditto	
Ditto Ditto do.		Christy Yeatly	Ditto	
Ditto Ditto do		George Harraway	Ditto	
Ditto Ditto do		Robert Seaford	Ditto	
Ditto Ditto do		John Jordan	Ditto	
Havre Degrace May 1th,,		Francis Perkins	Ditto	
Lorient April 30th		Lewis Role Johnno	Ditto	
Ditto Ditto do		Jacques Blorgu	Ditto	
Ditto April 20		William Carmichael	Ditto	
Nantes March 15th,,		Nathaniel Bonnon	Ditto 23	

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Mens Names</i>	<i>Qualities</i>
Brest March 22 nd ,		James Williams	Boy
Lorient July 19 th the		John Hackit	Ditto

A List of Officers and
Men, belonging to the American Continental
Ship of War (Ariel) Commanded by the Honble
John Paul Jones Esqr¹

¹ This inscription in Beaumont Groube's handwriting occurs on this page.
It is repeated again on p. 20. Groube evidently saw that there was not
room here for the list, the following pages being already filled in.

A List of The Men Names that has Desarted from

<i>Place & Time of Entry</i>	<i>No.</i>	<i>Mens Names</i>	<i>Qualities</i>	
Pimbauf April 5th	1	Richard Soward	Midshipman	
Fugere March 19th..	2	Andrew Lindsay	Boatswain	
Nantes	3	Ebenezer Hoog	Stewart	
Lorient	4		Surgeons, Mate	
Ditto	5		Ditto	
Pimbauf March 15th	6	James Ennion	Seaman	
Ditto Ditto do.	7	Thomas Powel	Ditto	
Ditto Ditto do.	8	William Campbell	Landsman	
Dinaunt March 16th	9	Cooper McConnell	Seaman	
Nantes Ditto 15th.	10	Joseph Curtis	Ditto	
Lorient April 20th	11	Alexander Mcnarren	Ditto	
Ditto Ditto do.	12	William Hudgson	Ditto	
Nantes March 15th.	13	John Lumbley	Ditto	
Brest March 2th	14	William Hannover	Ditto	
Ditto Ditto 2the.	15	John Timlen	Ordinary Seaman	
Fugere Ditto 19the.,	16	John Campbell	Seaman	
Haver Degrace April 1th	17	Archibald Mc.Kinlay	Ditto	
Lorient April 20the.,	18	William Gibson	Ditto	
Ditto Ditto do.	19	William Lister	Landsman	
Brest March 2th,,	20	James Sommers	Ordinary Seaman	
Lorient April 20th,,	21	Vaughan Bell	Landsman	
Fugere March 19the,,	22	Emanuel Miles	Ordinary Seaman	
Nantes March 15th.	23	William Hall	Quarter gunner	
Lorient April 20th,,		John McIntire	Seaman	
Nants April 5the,,		Elischa Johnston	Quarter gunner	20
Pimbauf April 5th		John Atwood	Landsman	

The Bone Homme Richard, Lorient July. 19th. 1779

<i>Place & Time Desarted</i>	<i>Time Returned</i>
Lorient July 9th	
Lorient July 9	
Lorient July 10th	
Lorient July 7	
Ditto Ditto do.	
Ditto Ditto 3th	
Ditto Ditto do.	
Ditto Ditto do.	
Ditto Ditto 4th,,	
Ditto Ditto do	
Ditto Ditto do.	
Ditto Ditto do	
Ditto Ditto 6do.	
Ditto Ditto do	
Ditto Ditto do	
Ditto Ditto do	
Ditto Ditto 11th,,	
Ditto Ditto 9the,,	
Ditto Ditto do.	July the 19
Ditto Ditto 11the	
Ditto Ditto do.	July the 19
Ditto Ditto do.	
Lorient July 6the	

A List of Officers, & Men,
belonging to the American Continental Ship
of War, Ariel, Commanded, by the Honble,
John Paul Jones

No.	Mens Names	Qualy.	No.	Mens Names	Qualy.	No.	Mens Names	Seamen
	Richd. Dale-	Lieut.	o	Jno Bourbank	Masr Arms	o'	Willm. Lee...	do
	Henry Lunt---	do.		Edwd. Garrett--	Bon Mate	'o	Danl. Willott-	do-
	Saml. Stacey.	Mastr.	o	Martin Shaw	do.	'o	Jno Wilson-	do
	Mattw. Maize	Purser	o	Wm. Roberts..	Coopr.	'o	Jno Mosey.	do
	Amos Windship	Surgn.	o	Jno Gates..	Gunrs Mate	'o	Gerlano Bairdo	do
	John Frankford	Mrs Mte.		Preservd Sysell	Gunr Mate	'o	Antonio Sponza.	do
		Dd.		Josh. Walker--	Gunrs. Yeon.	-	Pier Locby--	do run Augt. 5
	Thos. Potter--	Mid				1	Andw. Markhouse	do Hoste.
	Beaut Groube	Mid	o	Jno Woulton	Qr Masr.	'o	Pedro Ambregue	do
	Natl. Fanning-	Mid	o	Valente. Strong	do	'o	Antonio Mazzingay	do.
	Joseph Hitchborn	Mid	o'	Elizh. Johnston	Qr Gunr.	'o	Augustino Martino	do
	Artr. Robinson	Mid	'o	Jno Down----	do	'o	Bernardo Jo Vera	do
run	Jonathn. Lander	Mid	o'	Wm. Clarke ¹	do	1	Thos. Golligan	
	Khervillon	Dischd.	o'	Thos. Austin-	do	1	Richd Stephens	
	John Peacock...	Surge Mat	1	Thos. Knight	Carpr	-	Jno Duboy	run August 10
run	John Daily...	do	1	Jno Handerham	do	-	Harry Tommy	run Sep 14
	Abisha Perkins ¹	do	1	Wm. Priest	do.	'o	Louis Groa	
run	John Chester	Carpr.	1	Edwd. Cooney	Sean.	'o	Jno Obrey	
	Jno. Wheeler	Gunr	1	Wm. Pool.	Sean.	'o	Josh. Antoine	
run	Danl. Russell	Stewd	'o	Banj : Stubbs.	do.			
o	Jno Gunnison	Carprs.	1	Lawe. Furlong	do.			
		Mate	'o	Jno Browne	do.			
			'o	Andrew Ryan	do.			

No.	Mens Names	Quality	No.	Mens Names	Qualy.	No.	Boys
'o	Aaron Goodwin--	Ory. Sean.	'o	John Thompson	Landn.	'o	Saml. Getchell
I	Geo. Johnston---	do.	I	Wm. McCullock-	do.	'o	Jno. Wier
I	Saml. Matthews	do.	I	Chas. Riley---	do	'o	Jno Dupee
'o	Danl. Swain -	do.	'o	Jno Warren --	do	'o	Saml. Gray
I	Jno Rudderford -	do	'o	Isaih Jordan --	do.	I	James Chester Run
'o	Peter Nuddle	do		Nichs. Caldwell	do	I	James Mahany Run
o'	Richd. Wilson-	do.	'o	Lewis Pastillo-	do	'o	John Duffy
o	Jno Hatton--	do	'o	Alexr. Mayson -	do.	'o	John Hackett
'o	Jno Ungey---	do	I	Vinun Marc	do	o	Elizh. Middleton
o½'	Lewis Lennard.	do.	'o	Pier Villerett--	do.	o	Wm. Ears
'o	Dominique Portuguese	do	'o	-Gulliam Langlois			Chas. Glover-- Capt Clerk
'o	Joseph Morea.	do	'o	-Noehauless -	do,,		Jno Gilbin
'o	Lewis Marlin-	do.				½ o	Tusan Lucas
'o	Jacob Henry--	do				½ o	Jno Mai
	Francoi Bullon-	do					Jesh. Cusheon
I+	Jno Thomas -	do	'o	Jas. Makenzy--	Cripples	½ o	{ Sam: Hammon
o	Amos Wait---	do.	'o	Jno Jordan--	do	½ o	{ Aaron Burges
½'o	John Marlin+	do Run	'o	Joseph Brussen--	do		Louis Cusheon
'o	Joanna Cushero	do.				½ o	Jacque Blorga
o	Jean Romaine	do.					Joseph Courdavieta
	Andrew						Tintheres
Oct. 7	Edward Roach					½ o	Titzerre
	Michal Mc. Graw		'o	Abrm. Martell.	Servt.	o	Robert Cudriaux
Oct. 18	Robert Tommas			Antoine Jeremy-	do	o	Claud Le Maitre
				Chas. Priley--	do.		
				Chas. Steward.	do		

Remarks on Friday 24th., Sepr. 1779

The first part of this 24 Hours light Breeze of Wind and clear Weather At 2 P.M. sent away the Pilot Boat with the 2d. Lieutenant and a number of Marines Arm'd; after a Brigg to the Windward lying too under her Fore Topsail At 3 P.M. saw a Fleet to the leeward among them appear'd to be two Ship's of War made a Signal for the Alliance to give Chase at $\frac{1}{2}$ past 3 P.M. fir'd a Gun at the Boat for ~~the~~ Boat her to return to us; she Bore away for us & at Do. we made Sail gave Chase to the two Ships that were to the leeward of us that appear'd to be ~~Arm'd~~ Ships of War; The Pallas and Brigg Vengeance gave Chase likewise at 5 P.M. The Fleet stood in for the Land & the two ~~Arm'd~~ Ships of War hove too ready for engaging of us we Bore away for to meet them & got the Ship ready for engageing (all Hands being at their Quarters) at 6 P.M. spoke the Pallas and Ordered her to Keep astern of us; at $\frac{1}{2}$ past 6 P.M. hoisted a Signal for the rest of the Squadron to form a line at Do. ~~hailed the largest Ship~~ One of the Ships hailed us; Answers of no great Consequence return'd. The Capt. of the Ship; that appear'd to be the largest said tell me Instantly from whence You came and who You be or i'll fire a Broad side into You; finding her to be an Enemy discharg'd a Broadside into her which She return'd after exchanging three or four Broadsides came to Yard Arm, & Yard Arm, in which posture both ships lay the rest of the engagement; lash'd the Enemies Ship to Ours; after we had engag'd about an Hour the Alliance came up and rak'd us twice; kill'd and wounded a Number of our Men; The engagement was so hot that both Ships got on fire several times; which was put out with as much expedition as possible by the Men belonging to each Ship; all this time the engagement was exceeding warm. Both ships keeping up a heavy fire with Cannon and small Arms; just before the engagement ended saw the Alliance coming down upon us hailed her and Orderd her to Board the Enemy immediately but she return'd no answer; shot ahead of us and raked Both Ships; the Enemy then crying for Quarters Capt. Jones said. haul your Colours down then; which was granted immediately & our People took possession of her; She afterwards fir'd three Guns & wounded several of Our Men while they were Boarding of her; She struck to us at $\frac{1}{2}$ past 10 P.M. at Do. cast the Ship off from us, and as soon as we got Clear of her; her Main Mast fell over her Side; She prov'd to be the Serapis of 46 Guns the latter part of the Night all employed in putting out the fire in different parts of the Ship and in Pomping she having not less than ~~two~~ three foot of Water in her Hold; The Carpenters employed in stoping the leeks with the assistance of the Carpenters from the Other Ships; The leek still gaining on us; we were supply'd with Men from the other Ships; who assisted in heaving the Lower Deck Guns overboard & the Dead Men &c--

25th. The first part of this 24 Hours Moderate Breezes & Clear Weather. The leak still increasing got assistance from the other Ships of Officers & Men some of whom assisted in Pomping The leak still gaining on us Notwithstanding all the Poms were at work. The Carpenters crying out that it was impossible to stop the leak At 2 P.M. Capt. Jones with the Capt. & Lieutenant of the Prize; quitted the Ship & left Orders

to keep the Poms agoing & the Carpenters at Work; at 7 He return'd and found the leak increasing in Consequence of which He Order'd the wounded to be Carried on Board the different Vessels & things that was most Necessary to be taken out of the Ship; Boats from the rest of the Squadron were employed for that purpose. At $\frac{1}{2}$ past 7 P.M. the Capt. left the Ship with several more of the Officers & repar'd on Board of the Prize; At 10 P.M. the Capt. sent for the Master of the Ship; & Orders for the Officers then on Board that did not belong to her, to repair on Board their respective Ships with their Men, they immedately quitted the Poms and Obeyed Orders; Boats were employed the latter part of the Night in Carrying the Men & things that were most Necessary from the Ship to the different Vessels in the Squadron; At 4 A.M. quitted the Poms the Water then being almost up to the lower Deck; At 10 Do. every Man left the Ship At $\frac{1}{2}$ Past 10 A.M. there was a Boat sent from the Commodore The Serapis to go on Board the Bon homme Richard But before the Boat got along side She Sunk which was about 11 A.M. latter Part Fresh Breeses and a large Sea -----

NOTE:—This account, in the handwriting of Lieutenant Henry Lunt, was originally written in the Serapis' log, from which it was torn, and now is in the John Paul Jones Papers, Peter Force Collection, Vol. VI., No. 29. These pages, in facsimile, have now been inserted in their proper place in the original logs.

Some Remarkable Occurrences that happened on the 23d day of September 1779—relative to the Bon Homme Richard, and the Serapis.—Commanded by Richard Pearson Esqr

At $\frac{1}{2}$ Past 1 being off Scarborough, discovered the Serapis, and a Number of Vessels under her Convoy—

The Bon Homme Richard at $\frac{1}{2}$ Past 7. P M. came up with and Engaged her, at 8 P M. Laid the Serapis along side and lashed the Bon Homme Richard to her,

At $\frac{1}{2}$ Past 12 at Night the Serapis' Colours. were Halled down and some of the Bon Homme Richards Officers & Men boarded her,

A Journall Kept on Board the
 Serapis, an English Ship of War, of 44 Guns
 taken the 23rd. of September, (by the Bon Homme Richd.,)
 now Commanded by the Honble. John Paul Jones

<i>H</i>	<i>K</i>	<i>HK</i>	<i>F</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Sunday 26th Septr. 1779</i>
1	2			E S E	S SW	These 24 Hours Cloudy Weather, Fresh Breezes Wind, in Company with the Frigate Alliance and Pallas, the Brig Vengeance, and Countess of Scarbro' of 20 guns, one of the Prizes
2	2					
3	2					
4	2					
5	2					
6	2					
7	2					
8	3					People Employed refitting the Rigging &c, of the Serapis, which Ship Capt. Jones. as Commodore, had Hoisted his Flag. the Bon Homme Richard sinking from the damage she received the Night of the Action
9	2					
10	3					
11	2					
12	2	I				
1	2					
2	3					
3	2					The Master at Arms was put in Irons for letting the Prisoners, loose on the Night of the Engagement
4	2					
5	2					
6	2					
7	2					
8	2					Carpenters Employed repairing the damages the Serapis had sustained during the late Action,
9	2					
10	2					
11	2					
12	2					

H	K	H	F	Courses	Winds	Remarks on Monday 27th Septr. 1779
1	2			SEBE	SWBS	These 24 Hours begins with Moderate Breezes of Wind, Dark Cloudy Weather,
2	2					All Hands Employed, fitting the Ship
3	2					
4	2					
5	2					
6	2					
7	2				SSW	
8	2			ESE		At 6 P.M. got the Mizen Top Mast on End, the Rigging over head and set it up
9	2					
10	2					
11	2					
12	2					
1	2					
2	2	1				At 3 A.M. Saw a Large Sail fired 3 Guns found her to be a Dutch Merchantman
3	2					
4	2					
5	2					
6	2					
7	2					
8	2					
9	2					
10	2					
11	2					
12	2					

H	K	H	F	Courses	Winds	Remarks on Tuesday 28th. Septr. 1779
1	1	1		SBE	SW	The first Part of these 24 Hours, Clear and Pleasant Moderate Gales and fair Weather,
2	2					
3	2					
4	2	1				
5	2					
6	2	1		SSE	SWBW	
7	2					
8	2	1				People still Employed refitting the Ship. with the Assistance of the Alliances People
9	2					
10	2					
11	2	1				
12	2					
1	2	1				
2	2					One Boat Employed, passing and repassing from Ship to Ship in bringing Necessaries for the repair of the Ship
3	2					
4	2					
5	2	1		ESE	SW	
6	2					
7	2					
8	2					A M. at 1 Gott up a Jury Main Mast
9	2	1				
10	2					
11	2					
12	2	1				

<i>H</i>	<i>K</i>	<i>HK</i>	<i>F</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Wednesday September 29th: 1779</i>
1	2			SEBS	SW	These 24 Hours begins with Moderate Breezes and Hazy Weather,
2	2					
3	2					
4	2					
5	2					
6	2	I				People employed cleaning the Ships Decks, and repairing the Ship &c,
7	2	I				
8	2	I				
9	2	I		WBN		At 9 A M. Hoisted 5 Lanthorns. at the Mizen Peak and fired a gun as a Signal for the Squadron to
10	2	I				Heave in Stays, and stand to the Westward
11	2	I				
12	2	I		ESE	SBW	
1	2	I				
2	2	I				
3	3					
4	3					At 1 A M made the same Signal, Wore Ship and
5	3					stood to the Eastward again.
6	3					
7	2	I				
8	2	I				Latter Part People Employed. bending a Jury Main
9	2	I				Sail
10	2	I				
11	2					
12	2					

<i>H</i>	<i>K</i>	<i>HK</i>	<i>F</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Thursday Septr. 30th. 1779</i>
1	2	I		ESE	SSW	These 24 Hours Pleasant Weather, and a smooth Sea
2	2	I				
3	2	I				
4	2	I				
5	2	I		SEBS	SWBW	At 2 P. M got the Main Sail, and bent it, and sett it
6	2	I				
7	2					
8	2	I				At 12 P M made the Signal for Heaving in Stays
9	2	I				
10	2	I				
11	2	I				
12	2	I		NNW		At 4 P M made the Signal for the Squadron to Tack and stand to the Eastward
1	2	I				
2	2	I				
3	3					
4	3			SEBE	SWBS	At 8 A M swayed up the Main Top Mast and got the Main Top Sail Yard athwart
5	3					
6	3					
7	3					At 10 A M set the Main Top Sail—
8	4					
9	4					
10	4					At Meridian made the Signal for the Squadron to Tack,
11	4					
12	4			WBS	South	

<i>H</i>	<i>K</i>	<i>HK</i>	<i>F</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Friday October 1st. 1779</i>
1	3			WSW	SSE	The First part of these 24 Hours Cloudy Weather, Moderate Gales. and a smooth Sea,
2	3					
3	3	I				
4	3	I				
5	4					
6	4					
7	3	I				
8	3	I				
9	4			SWBW	SEBE	At 1 PM. saw 2 Strange Sail, did not alter our Course for them.
10	4					Still Employed repairing the Ship
11	4					
12	4			South	WBS	
1	3					
2	3	I				
3	4					
4	3	I				
5	4					
6	4					
7	4					
8	4					
9	4					
10	4					
11	4					
12	4					

<i>H</i>	<i>K</i>	<i>HK</i>	<i>F</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Saturday October 2nd. 1779</i>
1	4	I		SWBS	WNW	The First part of these 24 Hours Moderate Weather
2	5					
3	5	I				
4	3	I 23				
5	4					
6	4					
7	4					
8	3	-- 21				
9	3					
10	3	I				
11	3	-- 16		EBN		At 10 AM. Handed the Mizen Top Sail. which Sail was a Top Gallt. Sail
12	3	-- 17				
1	3					
2	3	I				
3	3	I				
4	3					
5	3					
6	3	I				
7	3					
8	3	I		NEBE		At 6AM. saw severall Ships and other Vessells
9	3					
10	3					
11	3					
12	3					

<i>Winds</i>	<i>Remarks on Sunday October 3rd. 1779—</i>
NW	First part of these 24 Hours. Clear and Pleasant Weather, Fresh Gales and a Large Tumbling Swell from the Westward. at 2P.M made the Land of Holland, near the Texel bearing EBS distant 5 Leagues, at 4P.M. a Pilot came on Board. Stood from the Land, Untill Midnight and then made the Signal for the Squadron to Tack, and stand in Shore at 6 AM. Found ourselves close in with the Land, at Meridian came to an Anchor in the Texel Road, with the rest of the Squadron,
<i>Remarks on Monday October 4th. 1779—</i>	
ENE	These 24 Hours begins with Pleasant Weather, at 1 P.M. the Captain of the Pallas came on Board, and Tarryd till 10 P M People employed on various Occasions
<i>Remarks on Teusday October 5th. 1779—</i>	
EBS.	These 24 Hours begins with Moderate Gales and Clear Weather, People employed on Sundry Necessary Occasions At 10 PM. Two Men attempted to Swim on Shore, but they had not got far before they were taken up and brought back again At 10 AM. Hove up our Anchor, and stood up towards the Texel with the Tide
<i>Remarks on Wednesday October 6th.. 1779—</i>	
ESE	The First part of these 24 Hours. Clear Weather, and Moderate Gales at 3PM. came too an Anchor, and moored Ship, found a Number of Dutch Men of War, riding here, People employed unbending the Sails and cleaning the Decks.
<i>Remarks on Thursday October 7th. 1779—</i>	
EBS	These 24 Hours People employed, unrigging, and preparing to get the Jury Main Mast out, Received from the Pallas. 12 Bolts. of Canvas No. 2, and 3 Bundles of Twine, the Commodore set out for Amsterdam, a Sergeant of Marines put in Irons, for Embezzling several Articles of Cloathing out of the Purser's Store Room, Squally Weather. with Rain

*Winds**Remarks on Friday October 8th. 1779—*

This Day fine Pleasant Weather, got out our Jury Main Mast. and the Stump of the Old Main Mast, several Boats came alongside, and brought us a great Plenty of Vegetables

Received on Board from the Pallas the following Rigging

1 Coil of 78 thread Cordage
1 Coil of 45 ditto
3 Coil of 27 ditto
3 Coil of 33 do
3 Coil of 24 do.
5 Coil of 30 do.
4 Coil of 36 do
3 Coil of 18 do
2 Coil— of 12 do

NEBE—

Remarks on Saturday October 9th. 1779—

This Day Begins with fine Weather, and Light Breezes of Wind the People Employed in Cleaning the upper, and Lower Gun Decks. and in refitting the Fore Shrouds,

SBE.

Received on Board 2 Cask of Brandy

Edward Garrett put in Irons for refusing to do his Duty after being requested several times by Mr. Lunt

Remarks on Sunday October 10th. 1779—

SSW

Fine Pleasant Weather, this Day People mostly employed in refitting the Rigging Sails &c, In the Night about 11 OClock, the Stoppers of the Cables were cast off (by persons unknown,) in Order to Let the Ship drive on Shore Received on Board as follows. 8 Bbls. of Beef 4 Firks. of Butter 1 Cask of Bread

Remarks on Monday October 11th. 1779

This Day Moderate Gales. and fine Weather, &c, &c, People Employed in Sundry Jobbs, 2 Carpenters came on Board to help repair the Ship

Received on Board the following Articles

SSW

1 Plank 16 Feet Long & 3. In, thick 9 In. Broad	Vizt.
1 do. 9 Feet do. 9 In do. 4 do.	2 Teirces of Beef
100 lb. Beef	2 Barrels of Bread
300 Bread	2 Hds. of Bread
11 Teirces of Beer,	146 Head of Cabbage

<i>Winds</i>	<i>Remarks on Teusday October 12th.. 1779—</i>
SWBS.	Dark Rainy Weather, followed by High Winds, People Employed making Foxes Sinnett &c, Carpenters at work under the Half Deck. Edward Garrett released from Irons
<i>Remarks on Wednesday October 13th.. 1779—</i>	
This Day fine Moderate Weather, People employed fitting the Ship for Sea Received on Board from the Pallas, 426 lb. Beef 483 lb. Bread & 12 Pine Plank.	
Received from a Lighter which came from Amsterdam as follows— 16 Skanes of Hamber Line 12 Bundles of Marline 12 Skanes of Hausing 4 Coils of 9 Thread Cordage 2 Coils of 12 Thread Cordage 2 Top Sail Sheet Blocks. & 2 Quarter do. 10 Single Blocks 3 Cask. of 33 Cordage 2 Cask of 30 Cordage 1 Cask of 72 thread do. 1 Cask of 42 thread do. 1 Cask of 54 do Part of a Coil of Hauser laid Rope 90 thread 1 Large Coil of 5 $\frac{1}{2}$ In.....Do 1 Coil of 39 thread Cordage 1 Coil of 36 do part of a Coil of Hauser laid Rope 2 Coils for Tacks. 2 Coils for Top Mast stays 9 Pieces of Shroud Hauser & a Main Stay 4 Tanned Hydes 1 small Cask of Nails 1 Coil of 5 Inch Rope 12 Oak Plank 100 lb. Oakham 3 Teirces of Beef 12 Teirces of Beer 1 Box",	

SWBS This Day Moderate Weather, got in the Stump of the Old Main Mast and got up a Jury Main Mast again, at 2.OClock in the Afternoon while the Officers and Men were at Dinner, 22 of the People, and 3 that belonged to the Alliance, Frigate got into a Dutch Boat then along side and made off--- several Small Arms were fired at them. without Effect, The Commanding Officer, Mr. Deal Orderd some Hands into a Boat a Long side, with Lieut. Stack, and M. Groube Midshipn. to go on Board the Pallas Frigate (which lay not far off) in Order to procure a Boat. to pursue the Deserters,, as the Boat they being in was too small, they Procured. the Pallas. Long Boat. with some Marines and pursued them, and in a short time came within Musquet Shott of them,—the Deserters Left their Boat. and were up to their Middles in Water, as the Boat in which were Messrs. Stack and Groube. came near, and they with their People went in the Water after them., the Deserters formed themselves with knives drawn to receive them—but after a Discharge of Musquets over their Heads. they petitioned. for Quarters, but some of them made towards the Shore, and were closely pursued but there being a Channel betwixt the Main, and a small Neck of Land, they Landed on.—some that could Swim ventured themselves a Cross. the others that could not surrendered. 9 ventured a Cross. 5 of which were drowned, at $\frac{1}{2}$ Past 5. the Boat returned with 16 of the Deserters

their Names as follows.

James Perry	Alliances ----- Wm. Packer Wm. Pritchard Jas. Ferran	Among these Deserters were 2 Portuguese who had no hand in the Scheme but only got into the Boat for to Buy Apples they were all put in Irons except the Portuguese
John Brown		
Francis Campbell		
Wm. Fox		
James Quin		
Lawrence Vernurs		
Saml. Matthews		
Hugh Roney		
Willm. Clidsdale		
Lewis Brown		

Arthur Young

Still Missing

Robt. Stevens
Robt. Weatherhead
Robt. McCullen
Wm. Smith
Peter Richardson
John Stevens
Aaron Smith
Jno. McIntyre
Arthr. Randall

<i>Winds</i>	<i>Remarks on Friday October 15th. 1779</i>
	Fine Pleasant Weather, this day bent the Fore Sail. Fore Top Sail Fore Stay Sail & Jibb, and then got the Main Top Gallt. Mast up instead of a Main Top Mast.
Vble.	Received a Lighter from Amsterdam the folowg. Articles 2 Treble Blocks 522 lb. Cheese 1 Barrel. 1 Firkin of Butter
<hr/> <i>Remarks on Satarday October 16th. 1779</i> <hr/>	
First Part of this Day. Dark Cloudy Weather	
	Received from Amsterdam as follows Vizt. 3 Teirces of Bread 2 Teirces of Beef 50 Casks of Beer
WBS.	At Noon 2 French Cutters came into the Road, and Anchord a Stern of us, Latter part of the day Blows a Gale, at 4 PM. Struck the Fore Top Mast and got the Sheet Anchor, ready to let go
<hr/> <i>Remarks on Sunday October 17th, 1779</i> <hr/>	
West	This Morning the Lieut. of the Pallas. came on board, with Orders from Capt. Cottineau, to get the Jury Main Mast out again which was done by 4 P M.
	Fresh Gales and Clear Weather, Cleaned the Upper, & lower Gun Decks
<hr/> <i>Remarks on Monday October 18th. 1779—</i> <hr/>	
	Fine Moderate Weather, got the Stump of the Main Mast out again Commodore Jones returned from Amsterdam
	Received from Amsterdam the following Articles vizt.
	40 Quarter Cask of Beer 16 Pine Plank 1 Barrel of Tar 9 Oak Plank 3 Barrels of Pitch 16 Oak Boards 20 Single & double Blocks of difft Sizes 10 Pine Boards 1 small Cask of Bread 11 Slips of do 1 small Cask of Nails 5 Tice

Winds

Remarks on Teusday October 19th. 1779—

	This Day Moderate and Fair Weather, People employed Cleaning the Ships Decks, Hoisting in Water &c, &c, 7 Dutch Carpenters at work on Board Received on Board from Amsterdam as follows Vizt.	
	30 Barrels of Pork	1 Barrel of Butter
	10 Barrels of Flour	3 Kegs of Barly
	1 Barrel of Rice	1 Keg of Sugar
EBS	218 Cheeses	12 Oars
	8 Bags of Potatoes	6 small Spars
	7 Bags of Pease	8 Oak Plank
	1 Firkin of Butter	24 Bundles of Spun Yarn
		2 Bags of Hand Irons
		2 Bags of Cuff Irons
		1 Large Chest marked D N
		2 Canvas Bales
		24 Handspikes
		Main Truss & Cross Trees
		Main Top
		1 Bundle of Cork
		a Turning Machine

59 English Prisoners taken on Board the Serapis sent on Board the Scarborough

Remarks on Wednesday October 20th. 1779—

SE	This Day fine Pleasant Weather, People variously employed, Received on Board the following Articles from Amsterdam	
	1 Iron Hoop — } The Main Mast. and 2 Large Spars were Towed off and 4 Bolts of Iron }	veered a Stern

Remarks on Thursday October 21st. 1779—

WBS.	This Day begins with Moderate Weather, and small Winds. at 10 A M unmoored. and moved up the Road farther, as did the rest of the Squadron, at 1 PM. came too an Anchor, and moord Ship	
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Remarks on Friday October 22nd. 1779

	Fine Weather. People Employed, Cleaning the Upper, & Lower Gun Decks sent on Board the Pallas the following Articles Vizt.	
	2 Coils of 9 Thread Ratling	4 Skanes of White Line
	2 Coils of 6 do	1 Barrel of Oyl for Lamps
	8 Skanes of Marline	1 Box of Candles
	4 Skanes of Hamber Line	4 Barrels of Flour
	30 Yds. of Old Canvas	
	12 Yds. of New do.	

Remarks on Satarday October 23rd. 1779—

WBS.	This Day Fine Weather, 1 Officer, a Boatswain & 19 Men, belonging to the Alliance came on Board to assist in fitting the Ship for Sea	
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<i>Winds</i>	<i>Remarks on Sunday October 24th. 1779—</i>		
WSW	Dark Foggy Weather. this Day. People employed., Hoisting Water Casks out of the Hold, that were filled with Salt Water, and Clearing out the Hold Received on Board 663 lb. Fresh Beef		
	<i>Remarks on Monday October 25th. 1779—</i>		
SW	This Day Foggy Weather, People Employed fixing Rigging for the Main Mast, some shipping the Fore Top Mast, others Cleaning the Main Hold Received from Amsterdam as follows		
	37 Bags of Bread 6 Marlin Spikes 6 Serving Malletts 1 Box of Tin 1 small Packet of Nails	24 Iron Scrapers 6 Locks 1 Canvas Bale a Cap for ye. Mainmast a Cap for ye' Topmast 2 Pair of Cross Trees	Sent to Cask of Rum on Board the Vengeance, 7 Dutch Carpenters at work on Board this day
	<i>Remarks on Teusday October 26th. 1779</i>		
	This Day Cloudy Weather, fresh Breezes of Wind, People employed fitting the Ship for Sea, Received from Amsterdam as follows		
SWBS	29 Teirces of Beef 18 Teirces of Rum 2 Pipes of Wine 9 Bags of Pease 138 Head of Cabbages	1 Cable 1 Armourers Bellows a Parcell of Wood 520 lb. fresh Beef	7 Dutch Carpenters & 2 Glaziers at Work this Day. The Alliances People as before Deserted Stephn. Graves Butcher
	<i>Remarks on Wednesday October 27th. 1779—</i>		
WNW	This Day Foggy Weather with Rain, People Employed on Sundry Jobbs. Dutch Carpenters still at work, 2 Americans came on Board, one of which named Wm. Greenill, Acted in the Station of a Lieutenant having made his Escape from Fortune Prison in England, the other Joseph Wilson did the duty of an Acting Midshipman Recd. 550 lb. Beef 23 lb. fr Veal		
	<i>Remarks on Thursday October 28th. 1779</i>		
	This Day Fresh Gales of Wind and Rainy Weather, People employd, fixing the Rigging for the Main Mast, and Main Top Mast. at 1P.M. Blew very Heavy the Boat went on Shore this Morning for Beef. But Not returned		
NNE	<i>Remarks on Friday October 29th. 1779—</i>		
	This Day Blows a Gale of Wind People variously employed People variously Recd. 797 lb. Beef 156 lb. Mutton		

<i>Winds</i>	<i>Remarks on Saturday October 30th. 1779</i>
NBE	This Day begins with Dark Foggy Weather, People Employed Hoisting in the Sheers. and getting them lashed, together to step the Main Mast,-- Deserted William Hamilton Quarter Master Left the Ship the following Officers, belonging to the State of South Carolina Messrs. Linthwaite, Coram, & Morant, Midshipmen, Dutch Carpenters and the Alliances as people as usual
<i>Remarks on Sunday October 31st. 1779—</i>	
Vble	Dark Cloudy Weather, People variously employed, Dutch Carpenters at Work sent Water Casks on Shore to be filled Recd. 523 lb. Fresh Beef
<i>Remarks on Monday November 1st. 1779.</i>	
NNE.	This Day Cloudy Weather, People employd, Hoisting in several Spars getting the Fore Top Mast on End, and the Fore Top Sail Yard athwart Dutch Carpenters as before, Recd. 620 lb. Beef
<i>Remarks on Teusday November 2nd. 1779—</i>	
NNW	People Employed Rigging the Ship, the Alliances. People, & Dutch Carpenters as before
<i>Remarks on Wednesday November 3rd. 1779—</i>	
NW.	This Day begins with Cloudy Weather, Dutch Carpenters as usual Recd 450 lb Beef— Received from Amsterdam 2 Long Deal Planks. 56 Long Boards 646 lb. Beef
<i>Remarks on Thursday November 4th. 1779—</i>	
NNW	This Day Fresh Gales of Wind, People Employed. setting up the Fore Shrouds and Cleaning the Lower Gun Deck, Got the Main mast slung and partly Hoisted on Board, Dutch Carpenters not to work this day Towards Night struck the Fore Top Mast. Rec-595 · lb. Beef
<i>Remarks on Friday November 5th. 1779—</i>	
NE.	This Day thick Cloudy Weather, & Hard Rain Got the Main mast a Cross the Ship the Alliances People as before, Dutch Carpenters not at Work, Recd. 589 lb. Beef

<i>Winds</i>	<i>Remarks on Saturday November 6th: 1779—</i>
NNW.	First part of this day Cloudy Weather, Fresh Gales of Wind, and a Considerable Swell, which Prevents our Stepping the Main Mast, People employed variously. got the Sprit Sail Yard, athwart. the Bowsprit. The Dutch Carpenters not at work this day Received on Board 425 lb. Beef 80 lb. Pork, sent 30 Casks on Shore to be filled with Water
<hr/>	
Vble	<i>Remarks on Sunday November 7th.. 1779—</i>
This Day Thick Weather, and Rain, People Employed getting in the Main Mast and stepping it, sent away for Amsterdam 78 Casks,, and the Main Top Got the Main Yard in Fore and Aft. on Deck, and Sundry other Jobbs. Received 466 lb. Beef & 149 lb. Veal,	
<hr/>	
<i>Remarks on Monday November 8th. 1779—</i>	
This Day thick Weather, and some Rain, People Employed getting the Main Rigging overhead, and sundry other Jobbs. the Dutch Carpenters, at work, One Officer, and a Number of Men from the Alliance, at work, the Alliances Cutter was sent on Shore, with 4 Hands, to carry the Carpenters on Shore, which after they had done, 3 of them deserted from the Boat. A Lighter came from Amsterdam, with water. and sundry other Articles Vizt. 18 small Dead Eyes. for the Topmast Shrouds 2 Sheaves. with Iron Pins & Bras Coggs 1 Spare Pin and Cogg Took the Boom Irons off the Main Yard, and put some others on it Recd. 481 lb. Beef	

Winds

Remarks on Teusday November 9th. 1779

WNW

This Day begins with a Fresh Breeze of Wind and some Rain, People Employed, some in Stripping the Main Shrouds, and the rest about sundry other Jobbs,, No Dutch Carpenters on board this day to Work, One Officer, from the Alliance, with a Number of Men came to Work, this day. 2 of the Alliances Men Deserted, Recd. 482 lb. Beef

NNE

This Day begins with a Fresh Breeze of Wind and some Rain People employed in Turning the Dead Eyes in the Main Shrouds and Sundry other Jobbs got the Sheers over head, the Boat went on Shore and could not get off again, in the Evening Cleared the Hause No Dutch carpenters at work this Day Received from the Shore 569 lb. Beef

NBW.

This Day begins with fresh Breeze of Wind, and Squally Weather People Employed, in setting up the Main Shrouds. and other Jobbs sent the Sheers on Shore, One Officer from the Alliance, and a Number of Men came to work, Recd. 626 lb. Beef

SW

This Day begins with Rainy Weather, and a Fresh Breeze of Wind sent a Boat a shore for the Main Top, Brought it off and got it over Head, a Lighter came with Water. and we Hoisted it in Desereted Richard Williams. Brought the Main Top Mast stay from the Pallas, got the Main Top Mast in. Dutch Carpenters at work,

Remarks on Thursday 11th November 1779—

Remarks on Friday 12th. November 1779—

<i>Winds</i>	<i>Remarks on Saturday November 13th. 1779</i>
	This Day Fresh Breeze of Wind, and Squally Weather, People employed about the Main Rigging, and sundry other Jobbs, the Lighter came along side this Afternoon, and Hoisted in 22 Casks of Water, the Dutch Carpenters at Work, Received from Amsterdam. 16 Large Dead Eyes Recd. 1054 lb. Beef sent on Board the Countess of Scarbro' 15 pr. of Hand Irons & 15 Pair of Leg Irons
	<i>Remarks on Sunday November 14th. 1779—</i>
SSW	This Day Squally Weather with Rain. People employed fixing the Rigging on the Main Yard, Ratling the Shrouds &c. Lent the Pallas a Ball of Marling Received from Amsterdam 6 Boxes marked—No. 1 a 6 D N. Received 547 lb. of Beef
	<i>Remarks on Monday November 15th.. 1779—</i>
SSW	This Day Cloudy Weather, but Moderate, People employd getting the Main Top Mast and End, Main and Main Top Sail Yard athwart, The Boat sent on Shore with the Corpse of one Williams in Order to Bury him, The Commodore set out for Amsterdam, Recd. 450 lb. Beef & 25 Brooms.
	<i>Remarks on Teusday November. 16th.. 1779—</i>
SSE.	Fine Weather, People Employed variously some in getting on the Rigging on the Main Top Mast, some in getting the Fore Top Gallt. Mast up &c, &c, Received 18 Casks of Fresh Water, & 548 lb. Beef
	<i>Remarks on Wednesday November 17th.. 1779—</i>
EBS.	This Day Pleasant Weather, People employed on various Jobbs. some getting the Main Top Gallt. up, some Hoisting in Water, &c, Recd. 249 lb. Beef 40 lb. Mutton 66 lb. Salt 94 Brooms, Broachd a Barrel of Flour, Recd. 45 Butts of Water Mustered the People, found 6 Missing, Wm. Hamilton, Richd. Williams Edwd. Conner, William Woodhead, Hugh Roney & Robert Jones—

Winds

Remarks on Thursday November 18th. 1779—

This Day the Weather, Squally with Hail, People employd on Sundry Occasions, Towards Night the Commodore returned from Amsterdam and gave Orders. that this Ships Barge, & her Masts Oars. Sails &c, &c, Likewise a Quantity of Provisions. Liquors, Fire Wood, &c, &c, must be sent on Board the Alliance Immediately, all Hands employed, untill 12 O Clock. at Night Executing these Orders Recd. 748 lb. Beef. Recd. from Amsterdam as follows Vizt.

10 Bales of Blankets
13 do. of Hammocks
1 do. of Stockings
1 do. of No. 8
1 do. of Jackets
180 Beds
1 Cag marked D N
2 Bundles of Hair Breeches
13 Bags of Bread
23 Bundles of Spunyarn
3 Cags of Lambblack
1 Cag of White Paint
1 Cag of Red Paint
1 Hamper No. 70
1 Hamper no mark nor number
2 Cases marked D N
1 Cag marked D N
2 Peices of Cordage
1 small Bale. with a Pair of Scales
and several Weights,

EBS

Remarks on Friday November 19th. 1779—

WBS

This Day Thick Cloudy Weather, with Rain, People employd in Hoisting out Sundry Articles on board of Dutch Boats. to send on Board the Alliance,

<i>Winds</i>	<i>Remarks on Saturday November 20th.. 1779—</i>																																																																																																																																																																						
WSW.	Fine Moderate Weather, People Employed as Yesterday																																																																																																																																																																						
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WBS.	This Day People Employed as Yesterday. most of the Ships Company removed to the Alliance, as was Likewise the Sick and Wounded., Capt. Cottineau came on board the Serapis. and took Possession of her, all the Officers. Left her and went on Board the Alliance, with. all the Americans. that belonged to the Late Bon Homme Richard																																																																																																																																																																						
Account of Sundry Articles sent from on Board the Serapis.. to the Alliance the 20th.. 21st, & 22nd of November. as follows.																																																																																																																																																																							
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Mast	2 Drums	1 French Pendant	2 Coils of 2½ In Rope	80 Musquett wth	Time Glasses		2 Bolts of Canvas	Bayonets	2 English Ensigns		1 Hamper of Medicines	16 Pair of Pistols	2 Signal Pendants		1 Box of Bottled Wine	60 Cutlasses	3 Red & White Flags		1 Jar, with Spirrits of	4 Hen Coops	1 do. do. Pendant		Camp.	1 Engine	4 English Jacks		5 Jars of Oyl	1 Bundle Brushes	2 Blue&White Flags		1 Jar part full	1 do. Brushes &	1 Checkd Flag		2 Snatch Blocks	Mops	1 Blue Signal do.		2 Sheat Cleats	63 New Brooms	1 Checkd Pendt.		2.3 Square Light Houses	1 New Cable	1 Blue&White Flag		Lanthorns	1 Pair of Cross	3 Red Pendants		1 pr.Bellows pr.Armour.	Trees	1 Red & White do.		1 Cag of Oyl	1 Cap Per Main	1 Yellow--do.		½ Cag Yellow Paint	Mast	1 Blue---do.		½ Cag Vermillion	2 Large Arm Chests	2 White--do.		1 Cag White Lead	2 small do. for Tops	3 Blue & Yellow do.		1 Cag Lambblack	1 Large Oak Plank	1 Blue--do.		a small QuantY. of Red	2 small Oak Plank	1 Yellow--do.		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A Journall Kept on Board
the American Continetal Frigate of War,
Alliance of 36 Guns, under, the Command of the
Honble, John Paul Jones. Commencing in the Road of
Texel, in Holland,—

<i>Winds</i>	<i>Remarks on Monday November 22nd. 1779—</i>
WBN.	Dark Rainy Weather, this Day Cottl. Wybert. came on Board, with a Number of Prisoners. that had been a shore ever since we came into the Road, Likewise a Number of Marines. that had been sent on Shore to Guard them, People employd on sundry Occasions, The Remaining Part of the Late Bon Hommes Richard Crew. came on Board. Except the French Volunteers: which stayed on Board the Serapis with Capt. Cottineau
WSW.	This Day thick Foggy Weather, People employd on Sundry Jobbs. The French Maines. that were on board, sent on board the Serapis as were also a Number of Prisoners., Latter Part Fresh Gales. & thick Weather
	<i>Remarks on Teusday November 23rd. 1779—</i>
	Cloudy Weather. People employd Hoisting in Provisions. and stowing them away
SSW.	Dark Cloudy Weather People Employd in stowing away sundry Articles in Order to make Room for the Officers of the Late Bon Homme Richard the After part of the day settled down the Fore and Main Yards as the Wind blowd very Flesh and the Weather lookg. very bad

<i>Winds</i>	<i>Remarks on Friday November 26th. 1779—</i>
SSW.	This Day Heavy Gales of Wind, with Showers of Hail & Rain People Employd on Sundry Necessary Jobbs. at 5 A M. Struck Yards and Top Masts. Continues to Blow hard all Night
<i>Remarks on Saturday November 27th. 1779</i>	
The Weather this Day Moderate, Got the Main Yard down Fore and Aft The Carpenters employd to reduce it. People Employd in sundry Jobbs	
<i>Remarks on Sunday November 28th: 1779</i>	
Fair Weather People Employd on Sundry Jobbs. the Carpenters as before. Mr. Blorgett paid the People. 1 Ducat each. as part of Wages. at 3 P.M. the Carpenters finished the Main Yard, got it Rigged and athwart, Broachd a Cask of Rum, & 1 Box of Candles	
<i>Remarks on Monday November 29th. 1779—</i>	
SEBE. NNW.	AM. Rainy Dirty Weather, bent the Main Sail, Swayed up Yards and Top Masts. Cleared Hause, and got all ready to get under Sail. PM the Wind Shifted, and Blows a Hard Gale, Struck Yards & Top Masts
<i>Remarks on Tuesday November 30th. 1779</i>	
AM. Plenty of Rain, Moderate Breeze of Wind, Swayed up Yards & Topmts. Cut 12 Fathom off. of a Condemnd Cable for Junk. P.M. Fine Weather Loosed the Sails to Dry. the Barge went on Shore, with an Officer, in search of the Cutter, Received 853 lb. Beef. Broachd 1 Cask of Rum. 2 Boxes of Candles, 1 Sack of Barley the Barge returned. but no News of the Cutter	
<i>Remarks on Wednesday December 1st. 1779—</i>	
AM Fresh Gales and Squally struck Lower Yards. & Top Gallt. Masts, the Armourer, and a Seaman Died P.M. Clear Weather, People employd variously Recd. a New Mizen Top Mast and a Rough Spar. for a Top Sail Yard. Broachd 1 Firkin of Butter 1 Sack of Barley	

*Winds**Remarks on Thursday December 2nd. 1779—*

West Fresh Winds and Plenty of Rain. People employd getting down the Mizen Top Mast, and getting up a spare Main Top Gallt. Mast. in its Place at 4 P.M. Struck Top Masts

Remarks on Friday December 3rd. 1779.

Fresh Gales and Squally People employd variously. Carpenters reducing the Cross Tack Yard, & Mizen Top Sail Yard, Broachd 2 Bbls. of Beef 1 Sack of Pease, 1 Pipe of Brandy. 111 Gallons.

Remarks on Saturday December 4th. 1779—

NBE First Part Moderate Breezes. and Plenty of Rain, swayed up Yards and Top Masts, Parted our Fore Tears At 9 AM. the Wind Hauled Westward a Fresh Gale, Struck Yards & Top Masts again, Carpenters employed repairing the Barge, and reducing the Cross Tack Yard., at 10 P.M. Veered 50 Fathom out of our small Bower Cable, Housed the Guns. Fore & Aft Broach 2 Barrels of Pork, 1 Tierce of Rum. 1 Firkin of Butter

WNW

NW. Fresh Gales and Squally. Hove in the Cable that was veered out last Night got down Top Gallt. Masts Recd 2181 lb. Beef & 50 Cabbages.

Remarks on Monday December 6th: 1779—

AM. Squally. Fresh Breeze of Wind, People Employed rigging the Mizen Top Mast, and Cross Tack Yard, a Dutch Boat took all the Prisoners taken in the Serapis, and carried them on Board the said Ship PM. Pleasant Weather, Bent the Mizen Top Sail the Boat that carried away the Prisoners. returned with 100 more taken in the Merchant Ships. Broachd 1 Pipe of Gin 3 Bbls. of Beef 1 Box of Candles.

Remarks on Tuesday December 7th. 1779

AM Moderate Breezes and Dirty Weather, People employd variously sent some Casks on Shore for Water, Recd. 1207 lb. Beef 77 lb. Mutton 400 Loaves of Bread 1218 lb. of Salt— Expended 1 Bbl. of Flour

<i>Winds</i>	<i>Remarks on Wednesday December 8th: 1779.</i>
NNE	Fine Weather Swayed up Yards & TopMasts, unmoord Ship and got all Clear for going to Sea, PM do. Weather Received Recd. 10 Gang Cask of Water, &c, 307 Loaves of Bread, in the Evening Moored Ship again with Starboard Tacks to the Westward,
<hr/> <i>Remarks, on Thursday December 9th. 1779—</i> <hr/>	
NW to SW.	Dirty Rainy Weather, People Employd in Arranging the Sparrs, on the Booms and other Necessary Duty, Carpenters repairing the Barge. in the Evening Cleared Hause,
<hr/> <i>Remarks on Friday December 10th. 1779</i> <hr/>	
SEBE — SBE	AM. Pleasant Weather, and small Breeze of Wind, unmoord Ship and Hove short on the other Cable, expecting to go to Sea, but the Wind Hauled to the Southward, & the Pilot refused to carry us out in the Afternoon, Hove up our Anchor, went a little farther to the Northward, and Moored Ship, Two of our People Died, Recd 1370 lb of Beef & Mutton 312 lb. Candles Broachd $\frac{1}{2}$ Pipe of Brandy
<hr/> <i>Remarks on Satarday December 11th.. 1779</i> <hr/>	
NNW.	A M. Hazy Weather, People Employd variously. Recd. on Board several Planks. sent the 2 Dead Men on Shore, P. M. Fair Weather Exercised the Cannon
<hr/> <i>Remarks on Sunday December 12th. 1779—</i> <hr/>	
SSW	Small Breezes of Wind attended with Rain, unbent the Main Top Sail. and Bent another, Recd. 3 Hhds. of Gin 2 Cask of Sand
<hr/> <i>Remarks on Monday December 13th. 1779—</i> <hr/>	
SW	Small Breezes & Rain, Hands Employd, Sundry Jobbs. Sail Makers Enlarging the Fore Top Sail, 4 Men Deserted, Broachd 2 Bbls. of Beef 1 Bbl. of Flour 1 Box of Candles

<i>Winds</i>	<i>Remarks on Teusday December 14th: 1779—</i>
WNW	AM. Fresh Gales, and Squally. Lowerd down the Lower Yards P.M Hard Gales Veered out. 10 Fathom of our best Bower Cable, soon after Perceived the Cable to be stranded, Just forward of the Bitts, Ten or Twelve Fathom from the End, hove it in Cut it off and spliced another Cable too it, and veered out about 18 fathom of said Cable, and the whole of the small Bower, both Anchors a Head.
<hr/> <i>Remarks on Wednesday December 15th.. 1779—</i> <hr/>	
NNW	AM. Fresh Breezes and thick Weather, at 7 Got to Work Heaving in our Cables, a Boat came off with Beef and Bread, sent in her Part of our Prisoners, to the Serapis P.M. Pleasant Weather, sent the Remainder of our Prisoners, to the Serapis except some Sick and Wounded, in the Evening Hove up the small Bower Anchor, and Moored Ship again Recd. 1828 lb. Beef 350 Loaves of Bread Broachd 1 Firkin of Butter
<hr/> <i>Remarks on Thursday December 16th. 1779—</i> <hr/>	
SSW NNW	AM Moderate Breezes of Wind, and fair Weather, People variously employed, Carpenters repairing the Barge, PM Clear Weather Swayed up Yards & Top Masts, Recd. 12 Gang Cask of Water
<hr/> <i>Remarks on Friday December 17th. 1779—</i> <hr/>	
Westy	AM Pleasant Weather, People variously employd, Recd. 1700 lb. Beef 950 lb Bread. Broachd 1 Teirce of Rum 1 Pipe of Gin
<hr/> <i>Remarks on Satarday December 18th.. 1779—</i> <hr/>	
	Moderate Breezes and Rainy Weather, all Hands Employd as most Necessary.

<i>Winds</i>	<i>Remarks on Sunday December 19th: 1779—</i>
WSW	Moderate Breezes and thick Weather, AM. Careened Ship, and Scrubbed her Bottom, the Larboard Side People employd Cleaning Decks Broachd 1 Box of Candles. Carpenters shutting up the After Hatchway
<hr/> <i>Remarks on Monday, December 20th. 1779</i> <hr/>	
	First Part Fresh Gales, and Dirty Weather, at 5 AM. Lowerd Down the Fore & Main Yards, at 8 Cleared Hause, the Middle of the Day Clear Weather Loosed Courses to Dry. People Employd as most necessary Carpenters as Yesterday in the Evening Squally Roove one New Fire Geers
<hr/> <i>Remarks on Teusday December 21st. 1779</i> <hr/>	
WSW	First Part small Breezes. Swayed up the Lower Yards; and began to unmoor Ship, but before we could accomplish it the Wind Changed to the Westward, Moored Ship again Loosed, the Sails. P.M. Creened Ship and scrubbed her Bottom on the Starboard Side, a Dutch Boat Brought 13 Cask Gang Water, Handed Sails and Righted Ship, Carpenters employd Caulking up the After Hatchway, Broachd 1 Teirce of Rum
<hr/> <i>Remarks on Wednesday December 22nd. 1779—</i> <hr/>	
ENE North NEBN NWBW	Begins with thick Weather, and Rain—at 4 AM. Got up the Larboard Anchor At 8 the Wind came North, fresh Breezes. Lowerd down, the Fore and Main Yards. P.M. Fresh Gales from N. to NWBW struck the Top Masts Veered out 100 Fathom. of the Starboard Cable, and let go the Larboard Anchor at 10 Hove a Head, with the Starboard Cable to the Moorings. Recd. 2108 lb. Beef & 1375 lb. Bread
<hr/> <i>Remarks on Thursday December 23rd. 1779—</i> <hr/>	
WNW.	Fair Weather, all Hands variously Employed Broachd one Barrell of Beef

<i>Winds</i>	<i>Remarks on Friday December 24th. 1779—</i>		
WNW	Fine Pleasant Weather got up Yards & Top Masts at 7 AM. a Dutch Lighter came along Side with 11 Gang Casks of Water, Hoisted them in and started them. at 8 Recd. from Amsterdam the following Articles Vizt. 7710 lb. Bread		
Easty.	<table border="0"> <tr> <td style="vertical-align: top;"> 60 Barrels of Beef 22 do. of Pork 8 do. of Flour 2 Teirces of Salt 1 do. Vinegar </td> <td style="vertical-align: top; border-left: 1px solid black; padding-left: 10px;"> 11 Boxes of Candles 10 Casks of Liquor 5 Casks of Water 16 Sacks of Pease 45 lb. Coffee 50 lb. Sugar </td> </tr> </table>	60 Barrels of Beef 22 do. of Pork 8 do. of Flour 2 Teirces of Salt 1 do. Vinegar	11 Boxes of Candles 10 Casks of Liquor 5 Casks of Water 16 Sacks of Pease 45 lb. Coffee 50 lb. Sugar
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<i>Remarks on Saturday December 25th. 1779—</i>			
Easty.	Pleasant Weather, unmoored Ship expecting to go to Sea, at 4 P.M. a Lighter from Amsterdam, came along side with Water and Wood People Employd discharging her, Broachd 1 Cask of Brandy		
<i>Remarks on Sunday December 26th. 1779—</i>			
" "	Pleasant Weather, all Hands Employd Clearing the Lighter. and starting the Water into Casks in the Hold, still Riding by a Single Anchor, at 5 PM. Finished Discharging the Lighter, sent away in her 26 Bbls. of Pork that was received from Amsterdam, it being much damaged, owing to it not being propperly Salted, Just as the Lighter put off from a Long Side, the Ship struck a Drift., Let go another Anchor, but could not stop her, before she got fowl of a Dutch Merchant Ship, that lay to the Eastward of us, Carryd, away her Jib Boom and Sprit Sail Yards and damaged us in our Starboard Quarter, at 10 got Clear of her, and Hove in the Starboard Cable, found that was it cut off about 8 or 10 Fathom, from the Anchor, Let go the Sheet Anchor, and brought her up with her two Anchors a Head, close in with the Helder, Received 1014 lb. Bread		
<i>Remarks on Monday December 27th. 1779</i>			
" "	Fresh Breeze of Wind at 4 AM. Hove up our small Bower Anchor at 9 Got a Spring on the Sheet Cable, from our Starboard Quarter to Cant the Ship, at 10 Cut the Cable, and got under Way. with several Dutch Men of War, and a Number of Merchantmen, at 11 Got Clear of the Bay and Hove too for a Boat to take out the Pilot Recd. 1665 lb. Beef		

H	K	HK	Courses	Winds	Remarks on Teusday 28th. Decemr. 1779
1	10		SW	East	These 24 Hours fresh Breezes of Wind & Cloudy Weather the Pilot left us. and we Bore away under 2d. Reef Top Sails & Fore Sail, At 1 PM. Camper Down Bore ENE at $2\frac{1}{2}$ Leag. at 4 P.M. Handd. Miz. Top Sail. & Close Reefs, Fore & Main Top Sails, in doing it Split the Fore Top Sail, and got it down to mend, at 5 Handd. Main Top Sail, at 6 the Maze Lights Bore, South. Distt. 2 League. got a New Cable, bent to the Remaining Anchor, Broachd 1 Box of Candles At 3 A.M. Sett Main and Mizen Top Sails got the Fore Top Sail up to Bend, and Let the Reefs out of the Main & Mizen Top Sail, Set Stay Sails, and Fore Top Mast Steerg Sails. at 9 saw Land on Both Sides, of us, several Vessels in Sight At 10 Past by Calais in Fore Top Mast Steerg Sail Bent a Cable to the Stream Anchor, At Meridian Calais Cliffs bore, SEBS. Distance 2 Leagues
2	9				
3	9				
4	9				
5	8	I	West	EBS	
6	5	I			
7	5	I			
8	5	I			
9	6				
10	5	I			
11	6		W $\frac{1}{2}$ S		
12	6				
1	9		WSW	East	
2	9				
3	10				
4	9		West		
5	6	I	WSW	ESE	
6	6				
7	7	I	SWBW		
8	7				
9	7		SSW		
10	6				
11	6		WSW		
12	6				
H	K	HK	Courses	Winds	Remarks on Wednesday 29th. December 1779
1	7		SWBW	EBS	Begins Moderate Breezes & thick Weather, Set Steerg. Sails & Driver, at 4 PM. a High Point of Land to the Eastward of Bolougne, bore East about 9 Leags Distt.---- took in the Driver,
2	7		WSW		
3	5	I			
4	5	I		EBN	
5	6	I			
6	5		West		
7	3	I			
8	3				
9	4				
10	5				
11	5		WBS		Saw several Sail of Vessels in the Run of the Night At 9 A.M. Saw the Isle of Wight Bearg. NBW
12	5				At 10 do. all Hands to Quarters up all Hammocks Exercised the Cannon—
1	5	I			
2	5		West		
3	5				
4	3	I			
5	3	I			
6	4				
7	4				
8	5	I	WSW		
9	7	I			
10	7				
11	7				
12	7				

H	K	HK	Courses	Winds	Remarks on Thursday December 30th: 1779—
1	6		WSW	SEBE	First part of these 24 Hours, Modte. Breezes and Hazy Weather, at $\frac{1}{2}$ PM. Cape La Hogue Bore, WSW Distt. 5 Leagues At 2 A.M. Squally, took in Steering Sails. Set Stays Sails Hauld up as p Log. Took in Top Gallt. Sails
2	6				
3	5	I			
4	4				
5	4				
6	4		NWBW	SE	
7	6				
8	7	I			Latter Part Fresh Breezes & Clear, Weather, at 5 Reefd Top Sails
9	8				
10	8				
11	9				
12	9				At Meridian give Chace, to a Ship & a Brig
I	9				
2	9		WNW	EBS	People Employd Scrubbing their Hammocks, Expended 1 Barrell of Pork
3	9				
4	7				
5	9				
6	9				
7	9				
8	9				
9	10		WSW	East	Lattd. Obsd.. 49°.. 14" North.
10	10		West	SE	
II	9				
12	9		WBN	SEBE	

H	K	HK	Courses	Winds	Remarks on Friday December 31st. 1779—
1	7		WSW	SEBS	Fresh Breezes and Cloudy at 2 P.M. Spoke with the Ship She was a Sweede from Stockholm, at the same time spoke a Brig from Dantzick, at 1 Spoke a Dutch Galiot at 4 Handed Main Sail, at 8 Handed Mizen Top Sail and Hauled up Fore Sail, a Large Sea, Housed all Guns
2	7				
3	7	--	WBN		
4	5				
5	9		West		
6	9		WNW		
7	9				
8	9				
9	9				
10	8				
II	7	I			Expended 1 But. 1 Puncheon 12 Gang Casks of Water and 1 Barrel of Salt Beef
12	8				
I	7	I			
2	8				
3	8				
4	7	I			At $\frac{1}{2}$ Past 7 AM. Layed the Main Top Sail Aback Sounded 80 Fathom, Gray Sand, and small Shells
5	8	I			At Meridian Close Reefd Top Sails
6	8				
7	8	I			
8	I	I			
9	I				
10	I	I			
II	I	I			
12	I	I			

H	K	HK	Winds	Courses	Remarks on Saturday Janry. 1st. 1780—	
1	4		SWBW	SSE	First Part Fresh Breezes and Cloudy Weather set the Courses. Large Sea Got down Top Gallt. Yards.	
2	6		I			
3	4					
4	5					
5	5					
6	5					
7	4		I			
8	5					
9	4		I	SW	Latter Part moderate	
10	4					
11	4					
12	4		SWBW	SBE	Coopers employed Repairing some Provisions, Received at the Texel	
1	4					
2	3		I			
3	2					
4	2		WSW	South		
5	2		I	West	SSW	
6	2					
7	2					
8	2					
9	1		I	WSW	South	No Observation
10	2					
11	2					
12	2					

H	K	HK	Courses	Winds	Remarks on Sunday January 2nd. 1779
1	1	I	SSW	SE	Small Breezes of Wind & thick Weather, at 3 PM
2	1	I	WSW	SSE	saw a Sail Bearing NWBW. Set all Sail in Chace of her, got the Main Top Gallt. Yard athwart, at 5 Past
3	2				Just to Windward of her, she standing Eastward
4	4	I	NW		Tackd after her, but it being very dark, could see
5	3		East	SSE	Nothing of her afterwards,
6	3				Expended 1 Barrell of Beef 2 Butts of Water
7	4				
8	5				
9	4	I	EBN	SEBS	
10	4	I			
11	3	I			
12	4				
1	5				At 10 PM. 2 Reefs. Top Sails, Broachd, 1 Butt of Brandy. 1 Pipe of Gin
2	5		East	SSE	
3	5				
4	4				
5	3	I			
6	1	I			
7	1	I	EBN		At 10 A M up Hammocks, Sail Maker,
8	2	I	Tackd		mending the Main & Fore Sails
9	3		Ship		
10	3	I	WSW		
11	5				No Observation
12	5				

H	K	HK	Courses	Winds	Remarks on Monday Janry. 3rd. 1779—
1	2	I	WSW	South	Small Breezes and thick Weather, People variously
2	2	I	SWBW	SBE	employd, Expended 2 Butts of Water, 1 Bbl. of Pork,
3	2	I			
4	2	I			
5	2	I			
6	2	I			
7	2		SW	SE	
8	2				
9	2				
10	2	I			
II	2				
12	2				
I	3	I			
2	3				
3	3				
4	4	I			
5	2				
6	4	I	SBW	SEBE	At 6 A M. Saw a Sail, gave Chace
7	4		SSW	SE	At 10 came up with her, sent the Yawl on Board her,
8	5		WBN		she proved to be a Prussian Galliot bound to Bour-deaux
9	7				
10	6		North		
II	5				No Observation,
12	5		ENE		

H	K	HK	Courses	Winds	Remarks on Tuesday Janry. 4th. 1779
1	2	I	EBN	SEBE	Moderate Breezes and thick Weather, Expended
2	5		NE	ESE	2 Butts of Water, 1 Barrel Beef 1 Barrel Pork,
3	5				Broadhd 1 Keg of Butter 1 Box of Candles
4	5				
5	2	I			
6	3	I			
7	3	I			
8	3	I			At 8 P.M. Pleasant Weather, Tackd Ship
9	1	I	South		At 12 Thick and Cloudy
10	2	I			
II	2				
12	3				At 7 A.M. saw a Galliot to Windward, People
I	3				employed variously, Coopers repairing Provisions
2	1				filled. some of the Empty Water Casks with }
3	2				Salt Water }
4	2	I			
5	2		SWBS	SEBS	
6	2		SSW	SE	
7	2				Lattd. Obsd. 48° 10' No.,
8	3		SBW	SEBE	
9	3		South	ESE	
10	3		SSE	East	
II	5				
12	6				

H	K	HK	Courses	Winds	Remarks on Wednesday Janry. 5th. 1780.
1	5		SBW	SEBE	
2	3	4	SSW		
3	3	4	ENE	SE	
4	3				First part Moderate Breezes & thick Weather, Ex-
5	4				pended 2 Butts of Water, 1 Barrel of Beef Broachd 1
6	3				Box Candles At 3 P M Tackd Ship, at 4 saw two Sails
7	2				to Windward At. 8 Tackd again at 10 fresh Gales at
8	4				12 Close reefed Top Sails at 2 A M. in Mizen Top Sail
9	4		SSW		at 6 Saw a Sail a head Let 2 Reefs out of the Top Sails,
10	6				at 9 Saw two Sails to Windward, at 11 came up and
11	6				saw with the first Sail. she is from Amsterdam
12	6				Bound to Surinam
I	4				
2	3	4	SBW		
3	3				
4	4	4	SSW	SEBE	
5	3	4	SWBS		
6	3				At Meridian left her and made Sail after the other
7	4				two
8	5				
9	7		SW	SE	
10	8	4	WSW		No Observation—
11	8	4			
12	1				

H	K	HK	Courses	Winds	Remarks on Thursday Janry. 6th. 1780
1	9		SW	SE	Fresh Breezes and Cloudy Weather, at $\frac{1}{2}$ Past 3 P M
2	9				were a Breast of the 2 Ships some Distance to
3	9				Windward, Hoisted English Colours & fired a Gun to
4	4				Leeward, they Hoisted Dutch Colours & fired a Gun to
5	5		North		Windward, at 4 Wore Ship. Run as p Logg, at 5 Wore
6	6		SW		Ship, again & handed Mizen Top Sail & Main Sail
7	5		SWBW		Close Reefd Fore & Main Top Sail, Broachd 2 Bbls. of
8	6				Beef 1 do. of Pork, 1 Box of Candles 3 Butts of Water
9	5				At 7 A M. Saw a Sail a Head. made Sail after her
10	7				at 10 Spoke her, she proved, she proved to be a Ship
11	6	4			from Amsterdam Bound to Cadiz, at the same time saw
12	8				Ships to Leeward, which we took to be the same we saw
I	7				last Night
2	6				At Meridian saw a Cutter to Windward bearing down
3	7				upon us hauled Close to meet her
4	6				
5	6				Lattd. Obsd. 45°, 20" No.
6	6				
7	4	4			
8	7	4	SWBS		
9	6	4			
10	6	4	WSW.		
11	6	4			
12	7	4			

H	K	HK	Courses	Winds	Remarks on Friday Janry. 7th. 1780—
1	8	4	SWBW	SE	
2	7	4			
3	8	4	SWBS		
4	8				
5	8		NW		
6	8				
7	1		SWBS		
8	3				
9	3				
10	6				
11	6				
12	7				
I	7				
2	7				
3	7				
4	7				
5	5	4			
6	5	4			
7	5				
8	5				
9	3				
10	3		NNE	EBS.	
11	3				
12	3				

H	K	HK	Courses	Winds	Remarks on Saturday Janry. 8th. 1780—
1	I	4	SSW	SE	
2	I	4			
3	I				
4					
5			Calm		
6					
7					
8					
9					
10					
11					
12					
I					
2					
3					
4					
5	3		SSW		
6	I				
7	4				
8	3				
9	4				
10	5		WBS		
11	I				
12	I				

H	K	F	Courses	Winds	Remarks on Sunday Janry. 9th. 1780
1			Lying too	SE	Moderate Breezes and Pleasant Weather, find the Brig to be English Property. at 7 sent a Prize Master and 4 Men on Board. took 4 Men and a Boy out of her, made Sail and Steerd as p. Log. The Brig in Company.
2			Drift		
3			WNW		
4			1 Mile pr. Hour		
5					
6					
7					
8	3				
9	3		4		
10	3		4		At 7 A M sent the Boat on Board with the Master of the Brig, and one of our People more to go in her, One Barrel of Beef and some Candles and Bread. sent them for America,
11	3		4		
12	3		5		
1	3		5		
2	4				
3	4				
4	4				
5	3		4		
6	3		4		
7	3		4		Expended 2½ Butts of Water, and 1 Barrel of Beef
8	4				Wt. 250 lb
9	4				Pleasant Weather
10	3				
11	3		4		
12	3				Lattd. Obsd. 42°, 15 No.

H	K	HK	Courses	Winds	Remarks on Monday, Janry. 10. 1780
1	3		SEBE	EBN	Fine Pleasant Weather Moderate Breezes of Wind, at 3 P M saw a Ship standing to the Northward, at 4 she Passed us to the Westward, about 1 Leage, and Hoisted American Colours, we Hoisted Dutch Colours.
2	4				at 5 we Tackd Ship after her, in hopes of coming up with her in the Night Expended 2 Butts of Water. 1 Bbl. of Flour, W. 200 lb. at 6 A M wore Ship saw
3	5		SE	ENE	Nothing of the Chace, spoke a Dutch Snow. Bound to Amsterdam filled some Empty Casks with Salt Water in the Fore Hold
4	4				
5	5		NBE	EBN	
6	6				
7	5		North		
8	6				
9	4				
10	3	4	NBW	NEBE	
11	4				
12	4				
1	5				
2	5				
3	5		SE		
4	5		NNW	NE	
5	4				
6	4				
7	4				
8	3		EBN	NEBN	Lattd. Obsd. 42°, "33 No.
9	3	4			
10					
11	4				
12	3				

<i>H</i>	<i>K</i>	<i>HK</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Teusday Janry. 11th. 1780</i>
1	3		ENE	North	Pleasant Weather, and Moderate Breezes of Wind, Expended 2½ Butts of Water, 1 Barrel of Pork, 1 Bar- rel of Beef
2	3				
3	3				
4	3				
5	3	4	EBN		
6	4				At 10 P M. in all Stay Sails
7	4				
8	5	4		NBW	
9	7				
10	7	4			At 12 Fresh Breeze and Squally
11	7				
12	7	4			At 8 A.M. Saw a Sail a Head, and two on our Lee Bow
1	7		East		
2	7				Sett Top Gallt Sails & Staysails
3	6	4			
4	6				
5	6				
6	5				
7	5				
8	5				
9	5				
10	4			North	Lattd: Obsd.. 43,, 00 No-
11	4	4	ENE		
12	4	4			

<i>H</i>	<i>K</i>	<i>HK</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Wednesday Janry. 12th. 1780</i>
1	1	4	East	NNE	Pleasant Weather, at 3 came up with the Ship that was a head of us sent the Boat on Board of her,
2	1	4	SEBS		
3	2				
4					
5					
6					
7			Calm		At 4 the Boat returned, informed us she is a Dutch Ship, from Marseilles Bound to Bourdeaux, Hoisted in the Boat Expended 3 Butts of Water,
8					
9					
10					
11					
12	2	4	EBN	SBE	At 12 small Breezes of Wind, at 1 in Top Gallt. Sails at 4 in Stay Sails, at 8 Thick Weather, and Mod- erate Breezes of Wind, Saw 3 Sail on the Weather Bow. and. 2 to Leward steering Northward, we Kept close to the Wind in Order to speak to a Ship to the Windward, at Meridian we Hoisted English Colours. and fired a Gun, they shoud Portuguese, and backd thier Top Sails. got a Boat out and sent an officer on board of her, Returned soon after with an officer of the Ship No Observation—
1	5				
2	4	5			
3	5		EBS		
4	5				
5	5				
6	5				
7	6				
8	6				
9	7				
10	7				
11	8				
12	8				

H	K	HK	Courses	Winds	Remarks on Thursday Janry. 13th. 1780
1			Lay wth		Begins fresh Breezes of Wind and Cloudy Weather,
2			Main		find the abovementioned Ship is from Portugal bound to
3			Top Sail		Cork. at 5 P M took the People out of her, who were
4			aback		all Portuguese, and put 3 officers and 8 Men on
5			Drift		board of her, at 8 the Master and Mate put on Board
6			ENE 1		of her, Hoisted in Our Boat and Wore Ship
7			Mile pr.		the other Ship likewise Wore, and stood to the West-
8			Hour		ward in Company with us Expended 2½ Butts of Water
9	2		WBS		1. Barrel of Beef. 1 Firkin of Butter, Close Reefd
10	2				Top Sails Handd the Main Sail Fresh Gales attend-
11	2				ed wth. Rain at 11 handd the Main Top Sail a large
12	2		WNW		Sea, lost Sight of the Ship. at 12 handd. Mizen
1	2				Top Sail at 4 A M Moderate Breezes Set the Main
2	3				Top Sail at ½ Past 7. saw the Ship to Leward, bore
3	4				away. and ran down to her, they Informed us they
4	3				had Carried away thier Fore Yard, and that the Ship
5	2	4			was Leaky, got out a Boat and sent a Sail Maker on
6	2	4			Board. to mend her Fore Sail
7	2				
8	4		NEBN		
9	3		WBN		
10	1				Lattd: Obsd. 43°, 50 North
11	1				
12	1				

H	K	HK	Courses	Winds	Remarks on Friday Janry. 14th. 1780
1					Begins Calm and Pleasant Weather, sent 4 Barrels of
2			Calm		Provisions on Board the Portuguese Ship, and got
3					ready 400 Gallons of Water, at 2 PM. the Portuguese
4					sent on Board. of thier Ship. and our People come out
5					of her, Brought the Provisions aboard again, gave
6					them a Fore Yard, and left them.
7					
8					
9					
10					
11					At 6 PM. some Squalls of Rain at 9 Pleast. Weather
12					Expended 3 Butts of Water. 1 Barrel of Pork, 1 Bbl.
I					of Flour
2	1	4	SEBE	West	At 1 A M. Light Airs of Wind, Let the Reefs out of
3	1	4		SW	the Top Sails and sett Top Gallt. Sails at 8 a
4	2				fine Breeze of Wind, Sett Top Mast Steering Sails
5	3				
6	4				
7	5	4			People Employed Cleaning between Decks at Meridian
8	5	4			in Fresh Breezes in Steering Sails
9	5	4			
10	5				
11	6				
12	6	4			Lattd. Obsd. 43°. 49" No.

<i>H</i>	<i>K</i>	<i>H</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Saturday Janry. 15: 1780</i>
1	8		SE	SW	
2	8		SEBS		Fresh Breezes and thick Weather, at 5 P M. Spoke a Dutch Ship from Amsterdam. bound to Lisbon Handed the Main Sail at $\frac{1}{2}$ Past 9 Saw the Land bearing SBE. Distance 1 League. Wore Ship and stood off. Took in 2 Reefs of our Top Sails Expended 3 Butts of Water. 1 Butt of Brandy. 1 Bbl. of Beef
3	8				
4	7				
5	6				
6	3				
7	3				
8	6				
9	7				
10	7		NWBW		At 4 A M. Wore Ship Handd. Fore & Mizen Top Sails, Fresh Gales and small Rain at 9 A M Wore Ship to the Northward
11	4				
12	5				
1	5				Saw the Land Bearing SEBS. Distt. about 5 Mile
2	5				Wore Ship again and stood in for the Land. for a little but the Weather, setting in Thick, lost Sight of it.
3	3				
4	4				Wore Ship again Bent the Main Stay Sail. Fresh Gales and Dirty Weather,
5	3	4	SBE	SWBW	
6	3	4			
7	3	4			
8	3	4			
9	3				
10	3		NWBW		
11	3		SE		
12	3		NWBW		

<i>H</i>	<i>K</i>	<i>H</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Sunday Janry. 16th. 1780</i>
1	2		NWBW	SW	Begins Fresh Gales and Dirty Weather, we under Fore Sail and Close Reefd Top Sails & Mizen Stay Sail. at 4 PM. Reefd the Fore Sail, and sett the Main Sail, and Handed the Main Top Sail, Launch Top Gallt Masts. at 10 more Moderate a Large Sea, at 4 A M. Wore Ship, sett the Top Sails, at 6 AM Saw a Ship to Leeward, Run down to her, and shewd English Colours. she shewd Dutch. Hauled our Wind and sett Stay Sails, and let one Reef out of the Top Sails Swayed up the Top Gallt. Masts
2	2				
3	2				
4	2				
5	2				
6	2		NWBN	SWBW	
7	1	4			
8	1	4			
9	1	4			
10	1	5			
11	1	4			
12	1	5			
1	1	4			
2	1	4	NBW	WBN	
3	1	4			
4	1	4			
5	1	4	SBW	West	Expended 2 Bbls. of Beef 1 Bbl. of Flour, 1 Box of Candles. 1 Firkin of Butter
6	1	4			
7	2				
8	3		South	WBN	
9	3	4			Lattd: Obsd. 43,, 32 No
10	6				
11	7				
12	7				

<i>Winds</i>	<i>Remarks on Monday January 17th: 1780—</i>
West	Begins fresh Breezes and Squally, at 1 P.M saw the Land near Ferrol at 4 came to an Anchor in the Harbour of Corrunna, At 7 let go our Stream Anchors, at 8 A M a Spanish Boat with a Number of Gentlemen came on Board, Hoisted out the Barge, and the Captain went on Shore, People Employed getting the Fore Yard, Fore and Aft in Order to reduce it, the Sail Maker Employd, Repairing the Sails, Ends Fresh Breeze of Wind, Expended 1 Barrel of Pork, 2 Bbls. of Flour, 1 Barrel of Beef
<hr/>	
	<i>Remarks on Teusday January 18th: 1780—</i>
WBS	Fresh Breezes of Wind attended with Rain in Squalls P M. People variously employed, A M. ditto Weather, spread the steering Sails, and other Light Sails to Dry. broke up the Upper Tier of Water Casks, and sent 20 a shore in a Spanish Boat. unbent Fore and Main Top Sails, Carpenters reducing the Main Yard, an Inch in the Slings, and 6 Feet from the Length, Received 606 lb. Beef
WSW	
<hr/>	
	<i>Remarks on Wednesday January 19th. 1780</i>
WNW	PM. Fresh Breezes of Wind and Clear Weather, People variously employd AM. Ditto Winds attended with Plenty of Rain, all the People refused doing Duty, untill they got some Part of the Money due them Recd 597 lb. Beef and some Vegetables
<hr/>	
	<i>Remarks on Thursday January 20th. 1780</i>
	PM Small Breezes of Wind, and Plenty of Rain, the People. were satisfyd by the Captain, so as to appear chearfully to Duty AM Pleasant Weather, Careened Ship in Order to scrub her Bottom At Meridian a Boat came off with an Anchor,
<hr/>	
	<i>Remarks on Friday January 21st. 1780</i>
WNW	PM. Pleasant Weather, People Employd scrubbing the Ships Bottom & Blacking the Bends AM. Fresh Breezes and Plenty of Rain. Careened the other Side and Scrubbed it. got down the Fore Top Sail Yard, and hove up the small Bower Anchor in Order to lay it farther to the Southward Recd. 578 lb. Beef Broachd 1 Box of Candles 300 Bread
North	

<i>Winds</i>	<i>Remarks on Satarday January 22nd. 1780</i>
West.	PM small Breezes of Wind attended with Rain, Moored Ship a Boat came a long side, with 20 Water Casks, A M. Pleasant Weather Hoisted in the Water came off last Night got the Fore Top Sail Yard athwart, and did other Necessary Duty Recd. 441 lb. Beef 300 lb Bread.
WNW	<i>Remarks on Sunday January 23rd. 1780—</i> PM. Pleasant Weather, People variously employed AM. Ditto Weather, Nothing Done, a Number of People on Shore on Liberty Recd. 322 lb. Beef 600 lb. Bread
EBS	<i>Remarks on Monday January 24th. 1780—</i> P.M. Pleasant Weather, Received 13 Cask of Fresh Water, A M. Ditto Weather. People variously employed, Recd. 593 lb. Beef
SW	<i>Remarks on Teusday January 25th. 1780—</i> PM Fresh Breezes of Wind and some Rain, Employed setting up the Rigging, Staying the Masts. got the Fore Yard athwart AM. Employed the Rigging Received 600 lb. Bread.
	<i>Remarks on Wednesday January 26th. 1780—</i> P.M. Light Airs Clear Weather, People Employed setting up the Rigging Paying the Bends. and other Necessary Jobbs. Recd. 950 lb. Beef
	<i>Remarks on Thursday January 27th.. 1780—</i> Light Airs of Wind, Pleasant Weather, Received an Anchor, sent another on shore being too light A M. Bent the Fore Sail. and unmoored Ship, and sundry other Jobbs. Recd. 600 lb. Bread & Vegetables Broachd 1 Pipe of Gin 1 Keg of Butter, the Boatswain Confin'd to his Cabbin

<i>H</i>	<i>K</i>	<i>HK</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Friday Janry. 28th. 1780</i>
1					Begins Moderate Breezes and Clear Weather, from the Southward, the Governor, came on board with a Number of Gentlemen to view the Ship Fired a Salute of 13 Guns at 6 A M. sent the Boat on Shore, for the People, People employd Heaving Short. and Clearing Decks, at 10 P.M. Fired a Gun, and Hoisted a Signal for the Boats to come off at 12 PM got under way went out with the French Frigate. La Sensible Bound to Brest we Bound on a Cruize,
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
<i>H</i>	<i>K</i>	<i>HK</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Satarday Janry. 29th: 1780</i>
1					Begins Moderate Breezes and Clear Weather
2					
3					
4	4	4	ENE	South	
5	4	4			
6	4	4			
7	4	4	NEBE		
8	5	4	NE		
9	6				
10	2		NEBE		
11	2				
12	2				
1	2		EBN		
2	2				
3	2		ENE		
4	2		WBS		
5	2		WNW		
6	2		WBN	SWBS	
7	2				No Observation this day
8	2				
9	1	4			
10	1	4			
11	1	4			
12	1	4			

H	K	H	Courses	Winds	Remarks on Sunday Janry. 30th. 1780
1	3		SSW	NEBE	Begins fresh Gales and Squally. Employd Clearing the Lumber from between Decks. & stowing it away in the Hold Sundry other Jobbs, at 5 PM. Hauled up Main Sail, and Wore Ship to the Northward, took in 2 Reefs of the Top Sails Fresh Gales and Squally with Rain
2	3				
3	3				
4	3				
5	5				
6	6				
7	5		NWBN	NNE	
8	4				
9	4				At 6 Close Reefd Fore & Main Top Sails, & Handd. the Mizen Top Sail, Struck Top Gallt. Yards. & Handd. the Main Sail
10	4				
11	3				
12	3				
1	3		WNW	NBE	Expended 2 Barrels of Beef 1 Barrel of Pork
2	3				At 12 P.M. Fresh Gales and thick Weather,
3	3				
4	3				At 4 AM. Ditto Weather,
5	2		NWBW		
6	2				At 8 AM Moderate Breezes & Hazy with Rain
7	2				
8	2	4	WNW		At 9 Saw a Sail Let the Reefs out of the Top Sails a large Swell from the Eastward
9	2	4			
10	2	4			
11	2	4			
12	2	4			Lattd. Obsd.. 44° 19" North.
H	K	H	Courses	Winds	Remarks on Monday Janry 31st. 1780—
1	2		SBE	SWBW	Begins Fresh Gales and Squally. with Rain from the Eastd.
2	2	4			At 7 PM. Splitt the Fore Top Sail
3	6				
4	7	4			At 8 Handed it; Handed Main & Mizen Top Sail
5	7	4			
6	7	4	NBW	WBS	
7	6				At 10 Do. Weather Blows very Hard,
8	6				
9	4				
10	4				
11	5				At 12 Do. Weather,—
12	5		NWBN		Expended 2 Bbls. of Beef 1 Bbl. of Pork, 1 Bbl. Flour 1 Box of Candles,
1	6				
2	5	4			At 4 AM Moderate Breezes & a Large Sea unbent the Fore Top Sail
3	6				
4	4	4			
5	4				
6	4				
7	2	4			At 8 made Sail Moderate Breezes and Clear Weather
8	2	4			
9	2	4	SWBW	SBE	
10	2	4			Lattd. Obsd. 44° .. 31" North
11	2	4	SW	SSE	
12	2	4			

H	K	HK	Courses	Winds	Remarks on Teusday Feby. 1st. 1780
1	1	4	NWBW	BEBE	Begins Light Winds & Clear Weather, People Employ cleaning the between Decks, and Scrubbing Hammocks & other Necessary Jobbs
2	1	4			
3	1	4			
4	2	4			
5	2				
6	3	4			
7	3		NNW	EBS	Expended 1 Barrel of Beef
8	4	4			
9	4	4			
10	3	4			
11	3	4			
12	3	4	North		
1	4				
2	4				
3	4	4			
4	4	4			
5	4				
6	3	4			
7	4				
8	4		NWBW	NEBE	
9	4		NW $\frac{1}{2}$ W	$\frac{1}{2}$ E	
10	3		NW	NNE	
11	2			NEBN	No Observation
12	2		NWBW		

H	K	HK	Courses	Winds	Remarks on Wednesday Feby. 2 nd. 1780—
1	2		NWBW	NEBN	Begins Moderate Breezes. and Squally with Rain. People variously employed about the Ship
2	1	4			
3	4	4			
4	3				
5	2				
6	4	4			
7	3				
8	4	4	North	ENE	
9	4		NBE	EBN	
10	4				
11	4				
12	4	4			
1	4				
2	4				
3	4				
4	4				
5	4		SSE		
6	4				
7	6				
8	7				
9	8				
10	8		NBE		
11	3				
12	3				

<i>H</i>	<i>K</i>	<i>HK</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Thursday February 3rd. 1780—</i>
1	2		NNW	NE	Begins Fresh Breezes and Squally, at 1 P.M made a Sail on our Larboard Quarter, Wore Ship gave Chace, Out all Reefs, Set Steering Sails got Top Gallt. Yards athwart set Top Gallt. Sails, at 5 P M gave over Chace, Wore Ship to the Eastward, Reefd the Top Sails Light Winds & Squally
2	1	4	West		
3	4	4	NW		
4	3		SSE		
5	2				
6	4	4			
7	2	4			
8	3	4			
9	3				
10	3		SBE	EBN	
11	3	4			Expended 1 Barrel of Beef
12	3				
1	3				
2	2				Departed this Life Benjn. Powers Master at Arms
3	1	4			At 4 A M. Light Winds & Clear Weather, the Ship in Sight
4	1	4			
5	4				
6	3		ENE	EBS	At 6 A M. Tacked Ship to the Southward
7	3				At 8 Small Winds & Pleasant Weather,
8	3		East	SE	
9	2				
10	1	4			At 10 Backd. Main & Miz Top Sail Hauled down Jibb & Main Top Mast Stay Sail, Hoisted out the Yawl went on Board the Ship in Company
11	1	4			
12	2	4			Lattd: Obsd. 45°, 15" North

<i>H</i>	<i>K</i>	<i>HK</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Friday Febry. 4th. 1780</i>
1	3		East	EBS	Begins Fresh Gales & thick Weather, from the Southward
2	3	4		SSE	
3	4			SBE	
4	4				At 4 PM. Fresh Gales & Squally with Rain, at 5 PM sent the Yawl on Board the Ship in Company, with her Captain and a Passenger,
5	4				
6	4				
7	6				
8	6				At 6 Fresh Gales & thick Weather,
9	8				
10	8				At 8 Fresh Gales and Squally
11	8				At 9 Handed down the Main Top Sail Struck Top Gallt Yards, Hauled up the Mizen down Stay Sails Fore and Aft,
12	8				
1	7	4			
2	6	4	ENE	SE	
3	6	4			
4	6	4			
5	5	4			Expended 2 Bbls. of Pork, Broachd 1 Box of Candles
6	5	4			
7	5				
8	5				At 4 A M. Fresh Gales and a Large Sea Broachd 2 Barrels of Beef
9	4				
10	4				
11	4				No Observation
12	4				

H	K	HK	Courses	Winds	Remarks on Saturday Feby. 5th. 1780
1	2		East	SSW	Begins Moderate Breezes & a Large Sea, wth Rain, saw a Ship to the Westward, Tackd Ship and gave Chace at 4 PM Spoke to her she was from Stockholm Bound to Lisbon. at 4 P M Wore Ship and stood to the ENE.. Expended 2 Barrels of Beef
2	1				
3	5		SE	NW	
4	5				
5	5		ENE	SW	
6	3				
7	3				
8	5				
9	5				
10	7				
11	8				
12	8				
1	8				
2	9				
3	8				
4	7				
5	6				
6	6				
7	6				
8	6				
9	6				
10	4				
11	4				
12	4				Lattd. Obsd. 47°..16" North

H	K	HK	Courses	Winds	Remarks on Sunday Feby. 6th. 1780—
1					
2			Laying too		
3					
4					
5	4		SEBE	WNW	Begins with thick Weather, & fresh Breezes, Cut away the Masts of the Prize, and got her a long Side, took out of her, her Main & Fore Sail, & Fore Top Sail a small Hauser, & 11 Casks of Wine, before we could get anything more, she Sunk, served the Ships Company. 1 Cask, of Wine, at 12 PM. Do. Weather at 4 PM. Do. Weather, made Sail, and Immediately After saw a Fleet, to Leeward. Hauled our Wind and made Sail from them, a Large Sea with Fresh Gales. at 10 Wore Ship and stood towards the Fleet at $\frac{1}{2}$ Past 11 Carryd away. the Larboard Main Top Sail Sheet, took in the Top Sails
6	4				
7	4				
8	8				
9	8				
10	8				
11	8				
12	8				
1	7				
2	6				
3	6				
4	6				
5	10				
6	9				
7	8		NBE		
8	6				
9	6				
10	4				
11	4		SBE		
12	4				
					Broachd 1 Barrel of Beef 2 Bbls. of Pork, 1 Bbl. of Flour, 1 Butt of Water
					Lattd. Obsd: 47°.. 46" N

H	K	H	Courses	Winds	Remarks on Monday Feby. 7: 1780
1	2		ENE	WBN	Begins Fresh Gales and Squally with a Large Sea, we in Chace of the Fleet under our Fore Sail Main and Mizen Stay Sails, at 2 PM. Wore Ship to the Northward, Three Ships out of the Fleet standing towards us, Hove out a Signal to the Livingston the Ship in Company to follow us At 4 Lost Sight of the Fleet.
2	2				got down Top Gallt. Yards.
3	3				
4	3				
5	4				
6	4				
7	3	4	SBE		
8	4				
9	4	4			
10	5				
11	5				
12	5				
1	4	4			
2	2	5			
3	5				
4	5				
5	5				
6	5				
7	5				
8	5	4	ENE		
9	5	4		NW.	Broachd 1 Bbl. of Beef 1 Cask of Wine No Observation
10	5		NE		
11	6				
12	6				

H	K	H	Courses	Winds	Remarks on Tuesday Feby. 8: 1780
1	4	4	ENE	SW	Begins Moderate Breezes thick & Hazy Weather, at 1 PM saw the Land bearing from NE to E. which we Judge to be the Penmark, At 5. we were within 1 League of the Rocks, WBN from thence, we Halled by the Wind, to the Southd. Sounded 45 fathom Water, fine Gray Sand, our Consort in Sight, at 9 Sounded
2	4	4			50 fathom, at 10 same Depth Muddy Bottom, Thick Weather, attended with Rain at 11 Tackd At 6 AM. Wore Ship to the Southd. Sounded 60 Fathom of Water, fine Gray Sand, Do. Weather, at 9 Sett Main
3	4				Sail & Main Top Mast Stay Sail & Jibb Discovered
4	4				the Land Head to be Loose
5	3				Broachd 1 Bbl. of Pork
6	3	South	WSW		1 Box of Candles
7	3				1 Cask of Wine
8	3	SBE			
9	3				
10	2	SSE	SW		
11	2				
12	2	4	West	SSW	
1	2	4			
2	2	4	WBN		
3	3				
4	3				
5	2				
6	2	WNW	SWBS		
7	2	South	SW		
8	2		WSW		No Observation
9	5	4			
10	5	4			
11	5	4			
12	5	4			

H	K	HK	Courses	Winds	Remarks on Wednesday Feby. 9th: 1780
1	3		SBW	WBS	Begins Moderate Breezes and Rain Sounded 63 Fathom Water, fine Sand, at 6 PM. Close Reefd the Top Sails
2	3				
3	3				
4	2	4	SSW	West.	
5	3				
6	3	4			
7	3	4			
8	3		SBW		Expended 1 Bbl. of Pork. 1 Cask of Wine
9	3	4			Broachd 2 Bbls. of Beef 1 Box of Candles
10	3	4			
11	3	4			
12	3	4			At 10 Sounded 65 Fathom Water, At 1 AM. Wore Ship, at 5 Out Reefs. at 6 spoke a Dutch Galliot Bound to Brest she informed us Belslile Bore NNE Distance 8 Leagues
1	4				
2	4		ESE		
3	4				
4	4	4			
5	5	4			
6	5				At 11 Belslile a Head fine Pleasant Weather, the Livingston in Company
7	5				
8	5		NNE		
9	4				
10	4				
11	3				
12	3		NW	SWBW	Lattd. Obsd. 46°, 39" No

H	K	HK	Courses	Winds	Remarks on Thursday Feby. 10th: 1780—
1	1	4	NNW	West	Pleasant Weather, and Light Airs of Wind, Belslile still in Sight Sounded 50 Fathom Water, Gravell Stones Expended 2 Bbls. of Beef. At 6 PM. Belslile North End bore NEBN about 3 Leagues Distance, At 7 Sounded 45 Fathom Water with Sand, Hauled up our Courses. took in Top Gallt. Sails and settled the Top Sails At 4 AM. Lay too
2	1				
3	1				
4	1				
5	2		NW	SBW	
6	2				
7	2	4			
8	2	4			
9	2	4			
10	2				
11	1	4			
12	1	4	North		At 6 made Sail and stood in for the Land,
1	2				At 8 Saw the Isle of Groa bearing EBS.
2	2				
3	2				
4	2				At Meridian Close in with Groa,
5					
6					Expended 2 Bbls. of Beef
7	5		NEBE		Broachd 1 Bbl. of Flour
8	5				1 Pipe of Gin
9					Recd. 325 lb. Fresh Beef
10					
11					
12					

<i>Winds</i>	<i>Remarks on Friday Feby. 11th: 1780</i>
ESE	Pleasant Weather, at 3 PM came to an Anchor, within the Isle of Groa with our Larboard Anchor, the Purser went to L'Orient, at 8 Returnd with Beef. the Livingston likewise came too an Anchor, Broachd 1 Bbl. of Flour 1 Cask of Gin A.M. Employed Cleaning the Ship several Gentlemen on Board from L'Ort.
<i>Remarks on Saturday Feby. 12th. 1780—</i>	
“_”	Fresh Breezes and Pleasant Weather, till Evening, the Captain went to L'Orient, the Boat returned, with 729 lb Beef & 50 lb Bread, thick Weather all Night in the Morning Pleasant Weather, People Employd making Points & Gasketts. Knolling Yarns for Spun Yarn.
<i>Remarks on Sunday Feby. 13th. 1780—</i>	
	Fair, But very Cold Weather, People Employd as before, Recd. 717 lb. Beef Broachd 1 Cask of Butter.
<i>Remarks on Monday Feby. 14th. 1780—</i>	
	Fair and Cold Weather, PM. People variously employed, A M People Employed, making Points and Gasketts. sent 2 Casks to L'Orient for Water Broachd 1 Box of Candles. 1 Cask of Wine,
<i>Remarks on Tuesday Feby. 15th. 1780—</i>	
EBS.	PM. Fair and Cold Weather, People Employd, making Points and Spun Yarn. at 5 OClock got down Top Gallt. Yards, Broachd 2 Bbls. of Pork, 1 of them destroyd by the Ratts A.M. Do. Weather, People Employd as above, the Boat went to L'Orient with some of the Sick, Recd. 700 lb. Beef
<i>Remarks on Wednesday Feby. 16th. 1780—</i>	
	PM. Fair Weather, Moderate Breezes of Wind, People Employd making Points and Spun Yarn. A.M. Do. Weather, Employed washing the Ship Fore and Aft. Received 300 lb. Bread—

<i>Winds</i>	<i>Remarks on Thursday 17th. February 1780</i>
East	PM Cold Weather Moderate Breezes of Wind, Received from L'Orient 1 Anchor, Wt. 3200 lb. with Orders from Capt. Jones to get an An- chor left by the Serapis, In the Evening do. Weather, the People Employed about the Serapis Anchor, Scrubbing their Hammocks and other Necessary Jobbs
	<i>Remarks on Friday 18th. February 1780—</i>
	PM Fresh Breezes and Fair Weather, got up the Anchor, but could not get up the Cable, without the Ships getting under way, went to the Anchor got it to the Bow, and got in the Cable about 50 fathom A M Do. Weather, Light Airs of Wind, Hove up our Anchor, and got under Sail in Order, to get nearer the Port of L'Orient At Meridian Calm let go our Anchor again
	<i>Remarks on Saturday 19th. February 1780</i>
NW.	PM. Pleasant Weather, at 1 OClock sprung up a small Breeze got under Sail, and run into the Harbour, Moored the Ship to the Kings Moorings AM. Dirty Squally Weather, People variously em- ployed, Carpenters on Shore making a New Sett of Tops for the Ship Recd. 531 lb. Beef 300 lb. Bread. 1 Teirce of Gin
	<i>Remarks on Sunday 20th. February 1780—</i>
	PM Squally Weather, People employd getting down Top Gallt. Masts and Yards. and unseaved the Running Rigging AM. Pleasant Weather, loosed Sails to Dry Recd. 683 lb. Beef 522 lb. Bread
	<i>Remarks on Monday 21st. February 1780—</i>
	P.M. Pleasant Weather unbent Sails AM. Ditto Weather. People variously employed 12 of them on shore on Liberty Received 862 lb. Beef

*Winds**Remarks on Tuesday 22nd. February 1780*

PM Fair Cold Weather, People Employed making Points and other Necessary Duty, a Sail Maker from Shore came on board, and Measured our Spars for a New Sett of Sails Recd 294 lb. Bread, Broachd 1 Box of Candles, AM. Ditto Weather People Employd as above At 11 Capt Jones came on board and gave Orders to unrig the Ship

Remarks on Wednesday 23rd. February 1780

NNW.

PM. Pleasant Weather, got down Top Sail Yards. and Top Masts and unrove all the Running Rigging Recd. 650 lb. Beef 522 lb. Bread AM Do. Weather People Employd getting down the Top Masts Rigging and other necessary Duty, Capt. Jones and some French Carpenters came on Board. Mr. Darling the Boatswain released from his Confinement and Ordered to resume his Station. and do his Duty

Remarks on Thursday 24th. February 1780

SE

P.M Pleasant Weather, People Employed Rigging, Carpenters on Shore making sett of Tops, for the Ship, A M Thick Weather, and small Rain, People Employd repairing the Top Mast Rigging. got the Brig that we took the first Cruize, along Side to put our Stores in

Remarks on Friday 25th. February 1780—

SW.

PM Pleasant Weather, People Employd getting our Stores on Board the Brig and overhauling the Rigging A M. Do. Weather Seamen Employd at the Rigging others getting Stores into the Brig getting Water Casks out of the Hold, sent 50 of them ashore, Recd 800 lb. Beef 504 lb. Bread

Remarks on Saturday 26th. February 1780—

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PM. Fair Weather Fresh Breezes. Employd getting Stores on board the Brig and fixing the Top Mast Rigging, in the Evening Squally & fresh Gales of Wind had about 20 Casks of Powder damaged. by Mr. Frankford Masters Mate Starting Water in the Hold, so much as to come an Inch up the Casks Heads in the Magazine,—Employd getting out the Powder, Carpenters & Gunners Stores and Starting the Water Casks out of the Ground Tier,—

<i>Winds</i>	<i>Remarks on Sunday 27th., February 1780—</i>
West	<p>PM Pleasant Weather People variously employed AM Ditto Weather</p>
	<i>Remarks on Monday 28th. February 1780—</i>
	<p>PM Fair Weather, Moderate Breezes of Wind, People variously employed, A M. Do. Weather, Employed getting out Water Casks and sending them on Shore, and putting Stores on Board the Brig</p>
	<i>Remarks on Teusday 29th. February 1780</i>
	<p>PM Fair Weather, Moderate Breezes of Wind. Employd fixing the Rigging, the Ship Clearing of her Stores AM. Do. Weather, Seamen Employed getting down the Fore Rigging and Over Hauling it, others getting out Water, unbending the Cables. and putting Sundry Stores on board the Brig</p>
WSW.	<i>Remarks on Wednesday March 1st. 1780</i>
	<p>PM. Pleasant Weather, Put our Cables on board the Brig the People Employd about the Rigging, Broachd 1 Box of Candles AM Pleasant Weather, Employd getting the Fore Rigging aloft and Trimming the Ballast aft. three Caulkers from the Lusanne to Caulk between Decks. Capt. Bell came on Board</p>
	<i>Remarks on Thursday March 2nd. 1780</i>
	<p>PM. Fair Weather, Employd about the Fore Rigging and Rigging the Fore Yard, in Order to Lift the Bowspritt (Trimming the Ballast Aft, Carpenters Employed on Shore, making the Tops, Recd. 885 lb. Beef & 524lb. Bread, Broached 1 Cask of Brandy. AM. Dirty Weather, Employd Knotting of Yarns and other Necessary Duty—</p>

<i>Winds</i>	<i>Remarks on Friday March 3rd. 1780—</i>
West	PM. Fair Weather. People variously employed, AM Squally Weather and got up the Main Top, and other Necessary Duty
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	<i>Remarks on Saturday March 4th.. 1780—</i>
NNE	At PM Squally Weather, Employd getting off some of the Main Rigging and Putting Provisions on board, the Brig, the Carpenters having finished the Tops. came on Board, Recd. 746 lb. Beef 360 lb Bread. AM. Fine Pleasant Weather, Employed getting down the Main Rigging taking up the Orlop Decks. and other Necessary Jobbs
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	<i>Remarks on Sunday March 5th. 1780</i>
SW.	PM Moderate Cloudy Weather, People variously employed, Broachd. 1 Box of Candles, AM. Do. Weather, got out the Bow Spritt, and Cutt 2 feet 2 Inches off the Heel,—Got the Main Top up
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	<i>Remarks on Monday March 6th.. 1780—</i>
	PM. Thick Weather, People Employd, fixing the Rigging and other Necessary Duty. Recd. 683 lb. Beef & 480 lb. Bread. AM Ditto Weather got the Bowspritt in again, some Hands employd fixing the Main Rigging, others as Necessary
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	<i>Remarks on Tuesday March 7th. 1780</i>
SW.	PM. Fair Weather, got the Fore Top on, and got the Cat Water secured, Hands Employd fixing the Main Rigging others Employd on Necessary Jobbs. AM Do. Weather, Hands Employd Rigging the Main Mast, Bow Spritt &c.
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	<i>Remarks on Wednesday March 8th. 1780—</i>
SW	PM. Moderate Weather, Employd. Rigging the Ship and Trimming the Ballast forward, Recd. 756 lb. Beef 564 lb. Bread. AM. Do. Weather Employd Rigging the Main Mast Bow Spritt and other Necessary Jobbs

<i>Winds</i>	<i>Remarks on Thursday March 9th: 1780—</i>
SW	People Employd Fixing the Rigging Trimming Ballast forward and other Necessary Duty. AM Fair Weather, Employd as above, 2 Caulkers of the Lusanne at work today. Recd. 768 lb. Beef 564 lb. Bread.
NE.	<i>Remarks on Friday March 10th: 1780—</i> PM. Fair Weather, People employd Rigging the Ship and making some Alterations in the Hold. AM Do. Weather Employd as above, 3 Caulkers at Work between Decks
East	<i>Remarks on Saturday March 11th. 1780</i> PM Pleasant Weather, People Employd about the Rigging stowed the Ballast in the Hold, Delivered the Anchor that we received at the Isle of Groa, to a French Frigate lying here, AM Fair Weather, got the Fore Top Mast rigging up, Hands still Employd stowing of Ballast in the Hold, and other Necessary Duty Received 1 Barrel of Tar,
WSW	<i>Remarks on Sunday March 12th. 1780—</i> PM Fine Pleasant Weather, Rigging the Ship, and Stowing the Ballast Recd. 32 Coils of Cordage, 789 lb. Beef & 580 lb. Bread. AM. Wet Dirty Weather, Employd Cleaning the Ship Fore and Aft
	<i>Remarks on Monday March 13th. 1780</i> PM. Pleasant Weather, Employd Rigging the Main Top Mast and getting the Main Yard, Fore and Aft. in Order to reduce it Recd. 377 lb. Beef A M Ditto Weather, got the Top Masts up Swayed up the Fore Yard, and got the Mizen Top Sail and Cross Yard athwart

<i>Winds</i>	<i>Remarks on Teusday March 14th: 1780—</i>
South.	PM Pleasant Weather, got the Fore Top Sail Yard athwart, in the Top People Employd fixing the Rigging, Carpenters reducing the Main Yard. Recd. 858 lb. Beef 480 lb. Bread, Broachd 1 Butt of Gin, 1 Box of Candles AM. Do. Weather got a Lighter along side, in Order to put our Gravel Ballast into, Employd Rigging the Ship, and moving the Iron Ballast forward in the Hold, Recd. by 2 French Boats 39 Coils of Cordage 38 Skanes of Marline, & 1 Barrel of Tar,
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WNW	<i>Remarks on Wednesday March 15th: 1780—</i>
PM Pleasant Weather, got the Main Top Mast on End, People Employd at the Rigging Reducing the Main Yard, and Building a New Orlop Deck, AM Cold Weather, People Employd at the Rigging and other Necessary Duty.	
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West	<i>Remarks on Thursday March 16th. 1780—</i>
PM Pleasant Weather got the Main Top Sail Yard athwart, & Got the Main Yard Rigged & swayed up, Recd. 615 lb. Beef & 516 lb. Bread. AM. Dirty Rainy Weather employd Cleaning the Decks & othe Necessary Duty	
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WSW	<i>Remarks on Friday March 17th. 1780—</i>
PM Moderate Dirty Weather, People Employed taking the Turns out of the Moorings, Received 1 Teirce of Salt A M Do. Weather People variously employed.	
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<i>Remarks on Satarday March 18th: 1780—</i>	
PM. Fresh Breezes and Squally Took down the Gally, and placed the Coppers in the Hold, Carpenters Employd making a New Main Top Gallt. Mast, Laying the Orlop Deck, Altering Carpenters Boatswains & Gunners Store Rooms, Recd. 688 lb. Beef & 600 lb Bread, A M Fresh Gales and Rain Found the Deck under the Gally so Rotten as Obliged us to lay New Plank in that place	

<i>Winds</i>	<i>Remarks on Sunday March 19th. 1780</i>
WSW	PM Fresh Breezes and Dirty Weather People variously employed Broachd 1 Box of Candles. & 1 Cask of Butter AM. Ditto Weather, People Employed as most Necessary
<i>Remarks on Monday March 20th. 1780—</i>	
SE	PM Thick Dirty Weather People variously Employed Recd. 833 lb. of Beef & 63 lb. Bread. A M Fair Weather, Employed Tarring the Rigging and other Necessary Duty Carpenters Employed making the Top Gallt Masts and laying the Deck under the Gally, and Building the Store Rooms. a new forward, Recd. 2 Bbls. of Tar, sent a Number of Men to the Gun Wharf to get Cannon ready for Shipping—
<i>Remarks on Teusday March 21st. 1780</i>	
SW	PM. Fine Weather, People variously Employed, at 4 a Lighter came along side, with 13 Cannon, 11 of which 18 Pounders, the other 2, Nine Pounders, got purchases fixed for them Hoisting in a Number of Men came along side. that had lately come in a Cartell from England— AM Ditto Weather, Hoisted in the Guns Sent the Lighters for more the Caulkers not on Board to Day.
<i>Remarks on Wednesday March 22nd. 1780—</i>	
West	PM. Fair Weather People Employed, Tarring Rigging & Blacking the Sparrs. at 4 OClock, the Lighter came along Side, with 12 Eighteen Pounders, Hoisted them in, One of our People Died at the Hospital which is the third since we came in, Vizt. Nathl. Warner, Moses Hilton & Henry Wrightenton several others have Deserted Received 1252 lb Beef & 3,000 lb Biscuits A M. Do. Weather sent the Lighter on Shore for the Remainder of the Guns. at 8 OClock she Returned with 4. 18 Pounders. & 9--- 9 do. Recd. 3 Coils of Cordage

*Winds**Remarks on Thursday March 23rd. 1780—*

NW. PM. Fair Weather. Employd. Loading a Hoy with Gravel Ballast and other Necessary Duty AM, Fair Weather finisht. Loading the Lighter and sent her on Shore, to unload the Ballast, Carpenters Employd Building a Store Room. in the Place where the Boatswains was, for the Sails, 2 Frenchmen Employd. Covering said Place with Tin

Remarks on Friday March 24th. 1780—

East PM., Pleasant Weather, a Number of People on Shore, Discharging the Duty in the Lighter Ballast, People employd at the Rigging and other Necessary Duty. a Bricklayer came on Board with Mortar, for building the Gally. got the Lighter along Side, again, Recd. 565 lb Beef & 36 lb. Bread, & 2 Teirces of Brandy. Broachd one, A M. Ditto Weather fresh Gales of Wind, sent the Lighter. on Shore, for 2 Guns, 1 of 18 Pounder the other of 9 Pounder, got them in. and began. Loading the Lighter with Ballast, got a spar on Board to make a Top Gallt Yard, and some Sheet Lead to lay under the Gally., French Men at work Tinning the Sail Room,

Remarks on Saturday March 25th. 1780

South, PM. Pleasant Weather, loading the Lighter with Ballast, and getting the Top Gallt. Masts on End, Received 525 lb Beef & 60 lb. Bread 1 Box of Candles,
AM. Pleasant Weather, finished getting out the Ballast. and sent hands on Shore, to unlade her,

Remarks on Sunday March 26th. 1780—

SSW. PM. Pleast. Weather, Employd Blacking our Masts and Steering Sail Booms, and other Necessary Duty. Benj. Yewlin Died, at the Hospital 2 of the Caulkers at work this Day. Recd. 575 lb. Beef A M. Ditto Weather Employd, Scraping and Washing the Decks got the Top Gallant Yards athwart

<i>Winds</i>	<i>Remarks on Monday March 27th: 1780—</i>
SE—	PM. Thick Weather, sent the Lighter for Wood, Received 72lb. Bread AM. Fair Weather, sent the Barge for the Lighter, found the Tides had Nipped her, Left her aground, 3 Bricklayers and 2 Men Tinning the Sail Room, at work on Board 3 Caulkers, Caulking the Main Deck, and Cabbin
West	<i>Remarks on Teusday March 28th. 1780—</i> PM. Fair Weather, People variously Employd Recd. 1159 lb. Beef Broachd 1 Tierce of Brandy 1 Butt of Gin AM. Dirty Rainy Weather, sent the Barge for the Lighter People Employd, on Board, Knotting of Yarns, & Making Points & Gasketts the Caulkers. Caulking the Orlop Deck, the Bricklayers. & Tinnars as before,
SW	<i>Remarks on Wednesday March 29th. 1780—</i> PM Fair Weather, got the Lighter along side With Wood, 10 Chord which we took in, AM. Dirty Weather, sent the Lighter on Shore, and brought off 94 Casks, the Caulkers on board
	<i>Remarks on Thursday March 30th. 1780—</i> PM. Fair Weather, People variously Employed Recd. 645 lb. Beef 72 lb Bread AM. Thick Weather, Careened the Ship, and Scrubbed her Bottom, on the Starboard Side, as far down as we Could payd her Sides, with Lamb Black & Tallow, Carpenters making some Alterations in the Cock Pitt.
	<i>Remarks on Friday March 31st. 1780—</i> P M Clear Weather, Blackd, our Bends, and got the Ship upright. The Tinnars not on Board. Recd. 145 lb. Beef A M Squally Weather, Careened Ship, Scrubbed her Larboard Side and Payd it, the Caulkers at Work, Caulking the Main Deck next the Side—

Winds

Remarks on Saturday April 1st: 1780—

WSW

PM Fair Weather, Employed taking out the Ballast out of the Spirrit Room, and other Necessary Duty. 3 Caulkers & 1 Carpenters from the Philadelphia Ship at work, on Board, Received 1247 lb Bread
AM Rainy Dirty Weather, employd stowing away Water Casks &c, the Carpenters & 2 of the Caulkers at work,

Remarks on Sunday April 2nd. 1780

"—

PM. Dirty Weather, People variously employd, Recd. 1233 lb. Beef
AM. Thick Gales and Dirty Weather, Put several Potts of Fire. composed of Combustibles, below. and shut all the Hatchways in Order to cleanse the Ship, and Kill the Vermin on Board,

Remarks on Monday April 3rd. 1780—

WNW.

PM. Hard Gales. and Squally, still smoaking the Ship, Broachd, 1 Box of Candles, AM Dirty Weather, Employd making Points & Gasketts & other Necessary Duty

Remarks on Teusday April 4th. 1780—

NW

PM. Fresh Gales and Squally. People employd variously. Recd. 341 lb Beef & 3010 lb. Bread. Broachd 1 Cask Arrack, AM Moderate Weather sent the Barge for some Plank, People Employd Knotting Yarns and making Points & Gasketts.

Remarks on Wednesday April 5th. 1780—

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AM. Fresh Gales. Employd Cleaning out the Spirrit Room and getting out the Ballast Recd. 595 lb. Beef, 144 lb. Bread. A M Fair Weather variously employed

Remarks on Thursday April 6th. 1780

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PM Fair Weather, got some of the Casks & Ballast out of the Fore Hold to Enlarge the Magazine Recd. 612 lb. Beef & 72 lb. Bread
AM Ditto Weather, Employd getting up the Rigging

<i>Winds</i>	<i>Remarks on Friday April 7th. 1780</i>
NE	PM. Fair Weather, Employd setting up the Rigging and other Necessary Duty, 6 Carpenters & Caulkers from the Philadelphia Ship at Work, Fresh Gales & Rain, People variously employd,—
	<i>Remarks on Saturday April 8th. 1780—</i>
	PM Fresh Gales attended with Rain, People variously employd Recd. 1221 lb. Beef Employd as Necessary
	<i>Remarks on Sunday April 9th. 1780</i>
	PM. Fair Weather, Employd as most Necessary, Recd. 8 Bolts of for Duck, for making of Hammocks, & some twine Broachd 1 Cask of Ar- rack, AM Dirty Weather, People Employd scrubbing the Hammocks.
	<i>Remarks on Monday April 10th. 1780—</i>
West	PM. Pleasant. Weather, People variously employd, the Lighter re- turned with Water, Recd. 93 lb. Bread. AM. Ditto Weather unloaded the Lighter. filled 40 Casks.
	<i>Remarks on Teusday April 11th 1780—</i>
	PM Pleasant Weather, People variously employed, the Lighter returned with Water, Recd. 93 lb. Bread. AM Do. Weather unloaded the Lighter, Started the Water into Casks in the Hold filled 40—
	<i>Remarks on Wednesday April 12th. 1780</i>
VBle,	PM. Pleasant Weather all Hands variously employd; A M Ditto Weather, 3 OClock sent the Lighter for Water Departed this Life Chace Rogers Cooper——

<i>Winds</i>	<i>Remarks on Thursday April 13th: 1780—</i>
	PM Fair Weather, the Lighter returned with Water, Hoisted it in and started it into Casks in the Hold, filled 50 Casks, sent the Lighter for more Water Recd. 1912 lb. Beef & 72 lb. Bread, Broachd 1 Cask of Arrack
Westy.	AM. Fresh Gales, the Lighter set out again and got about a Mile, from the Ship when the People were obliged to leave her, the Wind blowing to Hard to get any further,
<i>Remarks on Friday April 14th. 1780</i>	
NE	PM. Fresh Breezes. People variously employed, Recd. 72 lb. Bread, A M Ditto Weather, gave the Lusannes, Carpenters & Caulkers. a Certificate for the Time they had worked on board, got Water a Long side,
<i>Remarks on Saturday April 15th...1780</i>	
SE.	PM. Fair Weather, Employd getting the Water. and other Necessary Duty, Received 608 lb. Bread, 3028 lb. Beef. A M. Do. Weather sent the Lighter to Port Louis, for Boxes of Small Arms at Meridian she returnd with 67 Boxes
<i>Remarks on Sunday April 16th. 1780—</i>	
NW	PM small Showers of Rain, Hoisted in the Arms. the Barge brought off 6 Planks and 2 Knees for Enlarging the Gangways. Recd. 108 lb. Bread Broachd 1 Cask of Arrack, 1 Cask of Butter A M Ditto Weather, People variously employed, Carpenters Lengthning the Quarter Deck, 2 Carpenters 2 Caulkers. from the Lusanne on board.
<i>Remarks on Monday April 17th..1780—</i>	
West	PM Fresh Breezes and Fair Weather, People Variously Employed, Recd 983 lb Beef Broachd 1 Box of Candles. A M Ditto Weather, Carpenters and others Employed as most Necessary, Sent the Lighter on Shore for the Remainder, of our Water Cask, and some Coal

<i>Winds</i>	<i>Remarks on Teusday April 18th: 1780</i>
WNW.	PM. Fresh Gales, Fair Weather, Variously Employed on Board A M Ditto Weather, Carpenters Lengthning the Quarter Deck, Received 10 Chord of Wood,
West	<i>Remarks on Wednesday April 19th: 1780—</i> PM Fair Weather, the Lighter came along Side with the Water Casks and 25 Bushels of Coals. stowed the Water Casks, & Coal, Carpenters Employed as usual, A M Ditto Weather, People variously Employed,
NNW.	<i>Remarks on Thursday April 20th. 1780—</i> PM Fair Weather, People variously employed Recd 847 lb Beef 108 lb Bread, 2 Casks of Brandy Contg. 120 Gallons, Broachd one A M. Ditto Weather, Employd as most necessary.
SW.	<i>Remarks on Friday April 21st: 1780—</i> PM. Fair Weather, People variously Employed AM. Foggy Dirty Weather,
West	<i>Remarks on Satarday April 22nd. 1780</i> PM Fair Weather, the People Received one Months Pay Recd 108 lb Bread, and 6 Bushells of Salt, A M Do. Weather, got a Craft with Water along side, filled all our Gang Casks Except 6 Gang Casks,
	<i>Remarks on Sunday April 23rd. 1780—</i> P M Fair Weather, sent the Craft on Shore, Carpenters at work on the Quarter Deck, and Gangways Recd. 2030 lb Beef, Broachd 1 Cask of Brandy, A M. Dirty Weather, People variously employed

*Winds**Remarks on Monday April 24th: 1780—*

Vble, PM. Fair Weather, People Employed on Sundry Jobbs. M M Thick Weather

Remarks on Tuesday April 25th.. 1780—

PM Fair Weather, People Employd on Sundry Jobbs, A M Thick Foggy Wear.

Remarks on Wednesday April 26th. 1780—

W.SW PM Fresh Breezes attended with Rain, Struck Top Gallt. Masts Recd. 108 lb. Bread, & 278 Candles, and 2 Casks of Brandy.
A M Fair Weather got up Top Gallt. Masts, Mr. Blodgett the Purser, and the Master of the Lusanne came on board, to Survey Provisions People Employed Trimming the Casks.

Remarks on Thursday April 27th.. 1780

SW. PM Fair Weather, Coopers Trimming the Provision Casks, Carpenters Employed as usual, Recd. 2047 Beef Broach 1 Cask of Brandy
AM Fresh Winds and Rain

Remarks on Friday April 28th. 1780

" " PM Dirty Weather, variously Employed, Recd. 324 lb. Beef 108 lb.
Bread
A M Ditto Weather,

Remarks on Saturday April 29th.. 1780—

PM Fair Weather, Coopers Employed, Pickling & Trimming Provisions Carpenters Building the Gang Ways; Recd. 14 Bushells Salt Broachd 1 Box of Candles, A M Do. Weather Employd as usual

Remarks on Sunday April 30th.. 1780

P M Fair Weather Carpenters Employed as usual,
A M. Ditto Weather,

<i>Winds</i>	<i>Remarks on Monday May the 1st: 1780—</i>
SE.	PM Fair Weather People Employd variously, Recd. 1484 lb. Beef & 105 lb. Bread, AM Dirty Rainy Weather
ENE	<i>Remarks on Teusday May the 2nd. 1780—</i> AM. Dirty Weather, People variously Employed, Recd 2845 lb. Bread A M Fair Weather, surveying Provisions, Condemnd 1 Hogshead 2 Teirces & 5 Barrels of Beef
Easty.	<i>Remarks on Wednesday May the 3rd. 1780</i> PM. Fair Weather, People variously employed, Broachd 1 Cask of Brandy AM Ditto Weather, came on Board one of the Harbour Pilots, with Orders for us to leave the Kings Moorings, to make room for a 74 Gun Ship from the Port, Bent our Cable we received in Holland, to our best Bower Anchor, and an Old one to the Small Bower and Moored the Ship in 9 Fathom Water, put Service on the best Cable,
SSW	<i>Remarks on Thursday May 4th.. 1780</i> PM. Fine Weather, 2 Plumbers on board Pulling Leads in the Hause Holes Recd. 1229 lb. Beef & 108 lb. Bread. AM Do. Weather People variously Employed
SW.	<i>Remarks on Friday May 5th. 1780—</i> PM Fair Weather People variously Employed, AM Thick Weather small Rain, a French Boat came along side with an Eighteen Inch Cable, a Rope for a Messinger 2 Buoy Ropes. a Coil of Bolt Ropes very poor Rigging gave a Receipt for all Except the Messinger, Carpenters Employed finishing the Gang Ways. Caulkers Employd Caulking them. Surveyd some Provisions. Condemnd 2 Barrels.
	<i>Remarks on Satarday May 6th. 1780</i> PM. Fair Weather People variously Employd. Recd. 1032 lb. Beef & 108 lb. Bread AM Thick Weather

<i>Winds</i>	<i>Remarks on Sunday May 7th: 1780—</i>
SW	PM Fair Weather, the Caukers finished Caulking the Gang Ways. Coopers Trimming Provisions, A M Thick Weather Mustered the People several Missing
	<i>Remarks on Monday 8th. 1780</i>
	PM Fair Weather, Recd. 806 lb. Beef 80 lb. Bread & 4 Teirces of Rum Contg. 216 Galls. Broachd one, A M. Thick Weather, some Rain. Recd. 459 Starr Shott, Twelve Pounders. & 262 Nine Pounders.
	<i>Remarks on Teusday Monday May 9th. 1780</i>
	PM Fresh Gales and thick Weather, People variously Employed. Recd. 33 lb. Beef & 8 Bushells of Salt. AM. Ditto Weather, finished. Over- hauling the Provisions, one Barrel more Condemnd.
	<i>Remarks on Wednesday May 10th. 1780—</i>
	PM. Fresh Gales and Dirty Weather, People variously Employed Recd. 407 lb. Beef 12 Teirces of Brandy. A M Ditto Weather,—
WSW.	<i>Remarks on Thursday May 11th. 1780</i>
	PM Fair Weather, Carpenters and others Employed as most Necessary Recd. 154 lb. Bread. Broachd 1 Barrel of Pork, A M Ditto Weather. People Employed, Cleaning the Guns for Painting
SSW	<i>Remarks on Friday May 12th. 1780—</i>
	PM. Fair Weather, People variously Employed, Recd. 1070 lb. Beef Broachd 1 Tierce of Rum. 1 Box of Candles. found. 1 Barrel $\frac{3}{4}$ of another of Flour has been taken out of the Brig along Side AM Ditto Weather Employd Painting the Guns—

<i>Winds</i>	<i>Remarks on Saturday May 13th: 1780</i>
SSW	PM. Fresh Gales. & Dirty Weather, Struck Top Gallt. Masts, Struck Yards and Top Masts, miss a Half Bbl. of Pork, out of the Brig, AM. Fair Weather, People variously employed, gave the Lusannes Carpenters Certificates for thier Work, (Vizt. James Barry 20 days Jas. Clark 20 days. Natl. Boyd 12 days. Christ. Marlin 12 days Wm. White 10 days
	<i>Remarks on Sunday May 14th: 1780</i>
SSW North.	P M Fresh Gales and Dirty Weather, Employd Painting the Ship and other Necessary Duty Recd. 1121 lb. Beef 108 lb. Bread, A M Ditto Weather Swayed up Yards & Top Masts
	<i>Remarks on Monday May 15th. 1780</i>
	PM. Fresh Gales & Dirty Weather, Struck Yards & Top Masts, AM Fresh Breezes and Fair Weather People variously employed
	<i>Remarks on Teusday May 16th. 1780—</i>
	PM. Pleasant Weather, Employed making Sennett for Waste Netting, Painting the Inside of the Ship, and a Stowing a Quantity Plank in the Hold, Recd. 108 lb. Bread. Broachd 1 Teirce of Rum. A M Foggy Weather, People variously Employed.
	<i>Remarks on Wednesday May 17th. 1780—</i>
Vble.	PM Fair Weather, People variously Employed. Recd. 1346 lb. Beef, & 3,000 Wt. Bread. A M Ditto Weather, swayed up Yards and Top Masts.
	<i>Remarks on Thursday May 18th. 1780</i>
Calm	PM Fair Weather, People variously Employed Recd. 12 Bushels of Potatoes, 1 Teirce of Rum we Broached. AM Ditto Weather, sent our Barge, and another Port to Port Louis for Powder, Employd on Board Painting the Inside Work, Round the Quarter Deck, and other Necessary Duty

Winds

Remarks on Friday May 19th: 1780

Vble. PM Fine Pleasant Weather, the Boats returned with 67 Barrels of Powder Stowed 54 forward in a place, built for that Purpose, abaft, the Magazine received 108 lb. Bread
AM Ditto Weather, Employed unrigging the Mizen Mast in Order to Shift it farther Aft.

Remarks on Saturday May 20th.. 1780—

PM. Fine Pleasant Weather, a French Boat Brought along Side, 15 Teirces of 1 Bbl. of Pork, we have now on board of 63 Bbls. of Beef 17 Teirces of Ditto, 1 Large Teirce, & 2 Puncheons of ditto, 10 Bbls. & 2 Teirces of Pork, 182 Butts & 10 Puncheons of Water, Recd. 1638 lb Beef & 3 Casks of Rum Contg. 223 Galls. Broachd 1, AM Ditto Weather, Employd stepping the Mizen Mast. and getting up Sheers in Order to Hoist it out, Carpenters fixing the Step for it. on the Lower Deck,

Remarks on Sunday May 21st: 1780—

PM Pleasant Weather, 2 French Boats brought us off 6 Chord of Wood got out our Mizen Mast. and stept it. Broachd 1 Teirce of Rum AM Ditto Weather, Employd Rigging the Mizen Mast. and other Necessary Duty.

Remarks on Monday May 22nd. 1780

West. PM Pleasant Weather, People variously Employed Recd. 108 lb. Bread
AM Fresh Breezes. Employd Rigging the Mizen Mast

Remarks on Tuesday May 23rd. 1780—

"—" PM. Fresh Breezes and fair Weather, Variously Employed, AM. Ditto Weather, Employed Cleaning the Ship, Fore and Aft

<i>Winds</i>	<i>Remarks on Wednesday May 24th: 1780</i>
VBl.	PM Fair Weather, People variously employed AM Ditto Weather, the Boats went to Port Louis for Powder, got the Cables, out of the Starboard Orlop, in Order to Paint the End of the New Cable, found one of the Cables, we got in Holland, Eat in several Places by the Ratts, as much as 20 Yarns off
SW	PM Fair Weather, Finished Painting the Cable, spliced it to the Part of a Cable, took up with the Serapis's Anchor, Coiled them after wetting them. the Boats returned with the Powder, Stowed 20 Barrels in the After Magazines, which filled it, put 29 Barrels on Board the Brig along side, which was all the Boats brought AM Ditto Weather, Employd Cleaning the Ships Sides in Order for Paying them.
NE.	PM Pleasant Weather, People variously employed AM Ditto Weather, employd Blacking the Ships Sides & Painting the Carved Work, 2 French Boats brought off 10 Barrels of Pork,
SSE.	PM Pleasant Weather, still Employd Blacking the Ship Two French Boats brought. 57 Sacks of Bread. AM. Do. Weather, Hands Employed stowing away the Bread
	<i>Remarks on Saturday May 27th. 1780—</i>
	Begins Moderate & Pleasant, Cleaned Ship got Top Gallt Yards a Cross &c, Latter part Moderate and Pleasant

<i>Winds</i>	<i>Remarks on Monday May 29th: 1780—</i>
SSW	Begins Moderate & Clear, People variously Employed on board, Recd. 60 Bags of Bread, Exercised the Cannon. Latter Part Ditto Winds
<hr/>	
<i>Remarks on Tuesday May 30th: 1780—</i>	
VBle.	Begins Moderate & Clear, People variously, Employed. Shifted the Sheet, Bower, and the small Bower & Middle Part Hard Thunder, Squalls and some Rain Latter Part Ditto Weather,
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<i>Remarks on Wednesday May 31st. 1780</i>	
SW	Begins Moderate & Clear, People variously Employed, at Sennett. Points & Gasketts., Middle Part. Exercised the Cannon., Cleaning Ship and other Sundry Jobbs.
<hr/>	
<i>Remarks on Thursday June the 1st. 1780—</i>	
West	Begins Moderate & Clear, People variously Employed, Latter Part Do. Weather
<hr/>	
<i>Remarks on Friday June 2nd. 1780—</i>	
SW	Begins Moderate and Pleasant Weather, People Employed as Necessary Exercised the Cannon.
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<i>Remarks on Saturday June 3rd. 1780</i>	
NE	Begins Moderate Breezes and Pleasant Weather. People as Yesterday
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<i>Sunday Remarks on Saturday June 4th. 1780—</i>	
SSW	Begins Moderate and Clear Weather, People Cleaning between Decks.
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<i>Remarks on Monday June 5th. 1780—</i>	
West.	Begins Moderate Breezes and Plenty of Rain, People variously Employed Received 60 Bags of Bread.

<i>Winds</i>	<i>Remarks on Teusday June 6th: 1780</i>
SW.	Moderate & Clear People Variously Employed.
	<i>Remarks on Wednesday June 7th..1780—</i>
	Moderate & Clear, some Squalls of Rain, People Employed on Sundry Jobbs
	<i>Remarks on Thursday June 8th. 1780—</i>
WSW.	Moderate & Clear, People Employd, on various Occasions
	<i>Remarks on Friday June 9th. 1780—</i>
SW.	Begins Moderate & Clear, People as before
	<i>Remarks on Satarday June 10th. 1780—</i>
—"–	Begins Moderate & Clear, People as before,
	<i>Remarks on Sunday June 11th. 1780—</i>
—"–	Begins Moderate & Clear, People as before
	<i>Remarks on Monday June 12th..1780—</i>
	Begins Moderate & Clear, Employd Hauling the Brig from along side up to the Key the Tide of Ebb making Could not get her up, Returned with the Boat, & People, Capt. Landy came on board, and took Command, he said by Orders of Congress, his Orders were read to the Officers & People, Capt. Landy Orderd all the Officers, that belonged to the Late Bon Homme Richard, Capt. Jones. on Shore, and any other Officer, that would not Acknowledge him Capt. of the Alliance, Capt Jones Officers came on Shore,— Capt Jones, set out for Paris—

End of the Alliances Journall

An Account of Occurrences in L'Orient
respecting the Bon Homme Richards Officers & Crew

<i>Winds</i>	<i>Remarks on Teusday June 13th. 1780—</i>
WSW	Begins with Clear Pleasant Weather all the Officers on Shore waiting for Orders
	<i>Remarks on Wednesday June 14th. 1780—</i>
	Begins with Clear Pleasant Weather. the Officers as before,
	<i>Remarks on Thursday June 15th. 1780—</i>
	Begins Clear & Pleasant Weather, still Waiting for Orders Commencement of the Ariel Journal
	<i>Remarks on Friday June 16th. 1780</i>
	Begins Clear & Pleasant Weather, Orders to the Officers, to Attend on Board, the Ariel Frigate, in the Port of L'Orient. being taken in the Service of the United States
	<i>Remarks on Satarday June 17th. 1780—</i>
SW	Begins with Clear and Moderate Weather, People Employd getting in 6 Chord of Wood, and the Top Mast Rigging, Shrouds and Stays Likewise got 2 Anchors to the Bow. and bent the Cables to them and then Hauled the Ship out in the Stream. Received on Board 24 Sheets of Lead 1 Bar of Lead 5 Cables 4 Hausers 63 Water Casks

A Journall Kept on Board
the American Continental Ship of War, Ariel,
of 26... Nine Pounders, Commanded by the
Honble. John Paul Jones Esqr. Commencing in
the Port of L.'Orient June the 16th: 1780—

<i>Winds</i>	<i>Remarks on Sunday June 18th. 1780—</i>
	Begins with Clear and Moderate Weather, went on Board the Ship Alliance, with an Order from the Commandant, to Capt Landy, for the People that belongd. to the late Bon Homme Richard but Capt. Landy refused letting them come on Shore, without an Order from Capt. Jones, at 3 PM. the Alliance fired a Gun and Hoisted, an American Jack, at the Fore Top Mast Head, being a Signal for a Pilot in Order to go down to Port Louis, at 5 in the Afternoon. the Alliance fired a Salute of 15 Guns
	<i>Remarks on Monday June 19th. 1780</i>
	Messrs. Lunt and Stacey went on Board the Alliance, and got their Cloaths on Shore, the Alliance fired a Gun, and Hoisted a Signal for a Pilot, to carry her to the Isle of Groa,
	<i>Remarks on Teusday June 20th. 1780—</i>
	This Morning the Alliance Halled down to Port, Louis at $\frac{1}{2}$ Past 7 Capt Jones Arrived from Paris—

Winds

Remarks on Wednesday June 21st: 1780—

This morning the Alliance Halled outside of Port Louis, and got under way with all Sail Sett, Mr. Lunt & self went on board the Alliance after the People belonging to the late Bon Homme Richard, Capt. Landy refused the men to come on Shore, as likewise Capt. Jones Stores or Barge

Remarks on Thursday June 22nd. 1780—

This Day the Serapis was Sold here for 240,000 Livres. Nothing more Particular,

Remarks on Friday June 23rd. 1780

Nothing

Remarks on Saturday June 24th. 1780—

The Alliance Sailed and Came to an Anchor under Groa,

Remarks on Sunday June 25th. 1780—

This day Commodore Gillon set out for Amsterdam, waited on the Commandant, Concerning Men that belonged to the Late Bon Homme Richard, Entered in the Service of the State of South Carolina, under the Command, of the Commodore,

Remarks on Monday June 26th. 1780

Halled the Ariel into Port and received Orders to Commence Rigging her,

Remarks on Tuesday June 27th. 1780—

This Day fine Weather, and a fresh Breeze of Wind French Riggers on board the Ariel,

Winds

Remarks on Wednesday June 28th: 1780—

This Day begins with a fresh Breeze, & fine Weather, this Morning the News of South Carolina being taken by the English Arrived in Town.— getting Guns on board

Remarks on Thursday June 29th. 1780—

This Day Capt. Jones Orderd to send on Board the Alliance for 80 of the best Seamen, and the Carpenters and Joiners to assist in fitting the Ariel for Sea, and for the Alliance, to come to Port Louis, these Orders were sent on board by Mr. Livingston, an Officer in the Service of America, Capt. Landy sent 23 Men. .

Remarks on Friday June 30th: 1780—

This Day begins with Cloudy Weather, and some Rain, Orders were given to pay the People 5 Guineas pr. Man.

Remarks on Saturday July 1st. 1780—

This day Cloudy Weather, and some Rain. People Employed setting up the Lower Rigging, Over Hauled the Shot on board and found there to be 780, Round for the 9 Pounders & 200 Double Headed Shot

Remarks on Sunday July 2nd. 1780—

This Day Cloudy Weather, and some Rain, and a Fresh Breeze, of Wind,—

*Winds**Remarks on Monday July the 3rd. 1780—*

This Day Cloudy with Rain. People Employd Rigging the Ship
Received on Board the following Stores Vizt.

1 Cask of Rum Contg. 60 Gallons
12 Cans
12 Crows
1 Gallon of Salt
1 Quart
1 Pint Pot
3 Gill 1½ Pint Pot
1 Funnell
40 lb Fresh Beef
42 lb. Bread

Remarks on Tuesday July 4th. 1780

People Employd Rigging the Ship, Received
Top Masts & 3 Lower Caps. got them over Head
and Swayed the Top Masts up,
Recd. 42 lb Fresh Beef
42 Bread

Remarks on Wednesday July 5th. 1780

This Day Cloudy Weather and Rain. People Employd Rigging the Ship
5 French Boys came on Board,
Received the following Stores Vizt.

2 Fore & Main Top Gallt. Caps 3 Top Sail Yards
2 Pair of Top Gallt. Cross Trees 3 Lower Yards
2 Top Ropes 1 Jibb Boom
4 Top Blocks 41 lb. Fresh Beef
2 Top Mauls 42 lb. Bread
3 Iron Fidds
32 small Dead Eyes

Remarks on Thursday July 6th. 1780

This Day Fine Weather, all Hands Employed Rigging the Ship
Received the following Articles Vizt.

Lanyards for the Top Mast Shrouds
12 Baskets
24 Scrapers
1 Lanthorn
12 Brooms
52 lb. Fresh Beef
54 lb Bread

<i>Winds</i>	<i>Remarks on Friday July 7th: 1780</i>
	<p>This Day Rain and thick Weather, all Hands Employed Rigging the Ship. the Officers and Men who were Confined in Goal were released, and Came on Board, Recd. the followg. Articles Vizt.</p> <p>12 Crow Bars 12 Hand Spikes 58lb. Fresh Beef 60lb Bread,</p>
	<p><i>Remarks on Satarday July 8th. 1780</i></p>
	<p>This Day begins with fine Weather, all Hands Employd Rigging the Ship, French Carpenters at work, Expended 58 lb Fresh Beef 60 lb Bread</p>
	<p><i>Remarks on Sunday July 9th. 1780—</i></p>
	<p>This Day Fine Weather, the French Carpenters at work Received 58 lb Beef 100 lb Bread.</p>
	<p><i>Remarks on Monday July 10th. 1780—</i></p>
	<p>This Day Fine Weather, all Hands Employed Rigging the Ship,--- Entered Mr. Wheeler, as Gunner, Martin Shaw as Boatswains Mate 3 Americans & 6 Seamen, (French) Cleaned out the Hold, for Stowing, Received 2 Carpenters from an American Brig. called the Duke of Leinster. French Carpenters & Riggers as before, Recd. 63 lb. Beef 73 Bread</p>

Winds

Remarks on Tuesday July 11th: 1780—

This Day Fine Weather, Hands Employed Rigging the Ship, Cleaning
the between Decks, Coiling the Cables. in their propper places, a
Number of French Carpenters at work, and some from the Duke of
Leinster
Expended 67 lb. Fresh Beef
66 Bread

Remarks on Wednesday July 12th. 1780—

This Day Hands Employed fitting the Ship, Blacking Yards Masts &c,
Mr. Wheeler the Gunner, set out for St. Maloës, to recruit Men
French Carpenters, and the Joiners from the Duke of Linster,
Provisions Expended 67 lb Fresh Beef
66 lb. Bread

Remarks on Thursday July 13th: 1780—

This Day Fair Weather, and Clear, Hands Employd as Necessary
French Carpenters & 2 Joiners from the Duke of Leinster as before,
Provisions Expended 140 lb. Beef
140 Bread

Remarks on Friday July 14th. 1780

This Day Fine Breezes and Clear Weather, Hands Employed as most
Necessary. took in 147 Pieces of Iron Ballast, Received a Cask of
Brandy. French Carpenters &c, as before
Expended 163 lb. Beef
161 lb Bread
1 Cask of Rum

Winds

Remarks on Saturday July 15th. 1780—

This Day fine Weather, Hands Employed taking out some Large Iron
Ballast, Provisions Expended 160 lb. Beef
160 Bread

Remarks on Sunday July 16th. 1780—

This Day fine Weather, No People at work.
Expended 101 lb. Beef
161 Bread

Remarks on Monday July 17th. 1780—

This Day fine Weather, and Moderate Winds, Hands employed setting
up the Rigging, Carpenters as before,
Provisions Expended 160 lb Beef
160 Bread.

Remarks on Tuesday July the 18th. 1780

This Day Cloudy Weather and some Rain, People Employed as Necessary
Received from Port Louis, as follows
37 Cases with 33 Arms in each
16 do...with 25 do..
Provisions Expended 188 lb Beef
191 Bread

Remarks on Wednesday July 19th: 1780

This Day Cloudy Weather, People variously employed., Received from
Port Louis as follows.
34 Cases with 33 Arms in ea
23 Cases with 25 Do
1 Case with 24 do
2 Cases with 34 do.
Provisions Expended 210 lb Beef
200 Bread
1 Cask Rum 55 Galls.

Winds

Remarks on Thursday July 20th: 1780--

This Day fine Weather, Hands Employed about the Rigging stowing the Hold, &c, French Carpenters as before, Received from Port Louis VIZt.

24 Cases with 33 Arms in ea

6 Cases of do. 34 do

1 Case---- 19 do

1 small do. with Pistols

Provisions Expended. 118 lb. Beef

118 Bread.

Remarks on Friday July 21st: 1780

This Day fine Weather, People Employed as Necessary. At 11 OClock Hoisted Jack, Ensign, & Pendant, Manned Ship in Complement to a French Admiral passing by. Received 5 Chord of Wood

Expended 118 lb Beef

118 Bread.

Remarks on Saturday July 22nd. 1780—

This Day Fine Weather, the People stowing the Hold, Received the following Provisions VIZt.

40 Bbls. of Beef

100 Kegs of Barly

20 Do. of Pork

110 lb. Fresh Beef

2 Do. of Pease

110 Bread

12 Do. of Flour

6 Gallons of Salt

2 Hhds. of Potatoes

Remarks on Sunday July 23rd. 1780

This Day Fine Weather, the French Carpenters at work as usual

Provisions Expended 118 lb Beef

118 lb Bread

Winds

Remarks on Monday July 24th. 1780—

These 24 Hours fair Weather, People Employd about Necessary Jobbs
French Carpenters as usual Received on Board 5 Firkins of Butter,
Entered 6 Englishmen from a French Prison
Received 110 lb. Beef
198 Bread
1 Cask of Rum

Remarks on Teusday July 25th. 1780—

These 24 Hours fine Weather, People Employed, about Necessary Jobbs
French Carpenters as usual, Recd. 5,000 lb Biscuit, Bent Fore Top
Sail and Jibb, Fore Top Mast stay Sail & Mizen, Fore & Main Sail
Received several Robins & Earings, Recd 212 lb Beef 212 lb Bread
Received the following Gunners Stores

40 Gun Takles	15 Thimbles	2 Skanes of
24 Breechings	2 Hooks	Hambro' Line
1 Pair of Sling	9 Rings	1 Hammer
Beds & Coins for 20	8 Crow Bars	2 Spare Carriages
Carriages	2 Hammers	4 Spare Beds.
2 Spunges	4 Bundle Rings of Wire	
2 Worms	3 Sheep Skins	
2 Ladies	1 Peice of Cork	
30 Cartridge Boxes	30 Wax Candles	
15 Powder Horns	1 Peice of Bees Wax	
3 Bouch Barrels	6 Seives	
116 Grape Shott	2 Peices of Marline	
84 Cannister Shott	2 Lamps	
1600 Wads	9 Side Lanthorns	
3 Axel Trees	1 Pair of Jack Screws	
15 Priming Wires	20 Aprons of Lead	
6 Gimblets	1 Sheet of Lead	
8 Spare Rammers	1 Keg of Black Paint	
3 Marline Spikes	1 Keg of White Paint	
2 Axes	2 Skanes of Hausing	
4 Scrapers		
a Quantity of Matching		
1 Cold Chissell		

Winds

Remarks on Thursday August 3rd: 1780—

Fine Pleasant Weather, People variously employed, some to Work
on the Quarters some Arranging the Anchors on each Bow
Received on Board the following Stores

25 small Single Blocks
8 feet of Lignum Vita for Pins for Blocks
6 Nine Inch Blocks
2 Top Sail Tye Blocks.
12, 2 Inch Blocks
4 Fiddle Blocks, 1 Dozen Trucks. 5 Ribbs
4 Eight Inch Blocks
15 Tribble double Fiddle Blocks
22 Hook Blocks ready finished,
8 Blocks ready Strapped
2 Top Blocks
2 Top Sail Sheet Blocks
1 Catt Block
2 Large double Block
14 Trucks
8 small Tail Blocks

Remarks on Friday August 4th. 1780—

The Weather very fine People Employd getting in Single Ballast and
several other Necessary Jobbs.

Received on Board as follows.— Vizt.

8 Shovells	10 Thimbles
6 Lanthorns	2 Dark Lanthorns
6 Sheets of Tin	6 Long Brushes
1 Copper Machine	3 Iron Wedges
10 Hooks & Thimbles	3 Spun Yarn Winches
10 Staples	1 Fish Gig
1 Shark Hook	1 Grain
18 Planks	2 Barrels of Tar,
1 Half Barrel Pitch	

Winds

Remarks on Saturday August 5th 1780—

This Day fine Weather, the Capt. Orderd the Hold to be broke up to search for a Box of Arms, Received, a long Side a Hoy with Powder. Stowed away 60 Barrels of it. French Carpenters as before,

Remarks on Sunday August 6th. 1780—

This Day fine Weather, Hands still Employed breaking up the Hold, Found out the Mistake in the Arms, took in the Remainder of the Powder, being in all 237 Barrells, stowed away the Main Hold, and Bent the Main Top Sail

Remarks on Monday August 7th. 1780

This Day fine Weather, People Employed. scrapeing and Cleaning the Gun Deck, this Morning the Carpenters and Caulkers, were Orderd a Shore, & in the afternoon returned

Remarks on Teusday August 8th. 1780—

This Day fine Weather, People Employd Cleaning the Cabbin fitting of Sails in Order to Bend, Bent the Main & Fore Sail. Unbent the Mizen Top Sail, and Bent another, and Bent the Main Top Mast Stay Sail. Shifted some of the Ballast from Forward too Aft, in Order to Bring her by the Stern

Remarks on Wednesday August 9th. 1780—

This Day fine Weather, People Employd on Sundry Jobbs Received on Board as follows.

200 Barrels of Powder	5 Bundles Wood Hoops
52 Hammocks	2 Rudder Irons
5 Breakers	1 Harness Tub
1 Wood Funnell	4 Futtock Plates
7 Piggins	12 Boom Irons
6 Breakers.	2 Irons for the Anchor Stock

This Day Fine Weather, Hands Employd, Scraping the Ships Sides
and other Necessary Jobbs. Examined the Cask of Potatoes and found
them not fitt to Eat,

Remarks on Friday August 11th: 1780—

The Fore Part of these 24 Hours Clear, and Pleasant Weather, Winds
from the Westward, Middle and latter part. thunder & Rain

Mr. Stacey taken Sick this day
Received on Board the following Stores
3 Coils of 3 Inch Rope,
3 Coils of 6 Inch Hauser laid
1 Coil of 2 Inch. Do.
3 Pair of Lower Shrouds
1 Coil of 4 Inch for Stays
1 Fish Pendant
1 Fish Pendant of 5 Inch
2 Coils of 3 Inch
1 Fish Hook 1 Catt Block

Remarks on Saturday August 12th. 1780—

This Begins with Clear, Pleasant Weather, Winds Squally. Middle
and latter Part, Squally with Showers of Rain
Received on Board the following Stores Vizt.

50 fathom of 4 Inch Rope
1 Coil of 2 Inch
1 Coil of 3 Inch
2 Coils of 2 $\frac{1}{2}$ Inch
1 Coil of 3 $\frac{1}{2}$ Inch
1 Catt Block
1 Large Single 1 Large Double Block
21 Basketts

French Carpenters and Joiners as before,

Winds

Remarks on Sunday August 13th: 1780—

This Day begins with Clear, Pleasant Weather, People Employd washing the Decks, and scraping the Ships sides, Middle and latter part Ditto Weather,

Remarks on Monday August 14th. 1780—

This Day begins, with Clear, Pleasant Weather, People Employd Received on Board the following Articles Vizt.

2 Main Top Mast Steerg. Sails	1 Canvas Hose
1 Mizen	6 Tarpaulins
1 Main Steering Sail	5 Coats for Masts
2 Jibbs	2 Pumps for Hoses
2 Main Top Gallt. Steerg. Sails	2 Fore Top Mast Steering Sails
2 Mizen Top Mast Do-	2 Fore Top Gallt. Steering Sails
1 Sprit Sail Top Sail	1 Middle Stay Sail
2 Barricado Cloths	1 Main Sail
5 Covering Cloths	1 Fore Sail
1 Wind Sail	1 Royall
1 Quarter Cloth	16 Cott Frames
	4 Chair Frames
	4 Benches

Remarks on Teusday August 15th. 1780—

The first part of these 24 Hours. Clear Weather, and the Wind from the Westward, Received on board 6 Different Flags and 1 English Pendant, the Middle, and Latter Part Do Weather, People Employd Cleaning the Ship Painters in Painting. thus ends this 24 Hours

Winds

Remarks on Wednesday August 16th: 1780—

These 24 Hours Squalls of Wind and Rain, from the Westward,
Received on Board the following Articles Vizt.

1 Drum	1 Bag of Flints
1 Peice of Wire	51 Peices of Horn for Lanthorns
1 Bolt & Shackel	2 Spare Drum Heads
4 Iron Stanton for the Waist	1 Bag of Amourers Tools
1 Cupboard for the Amourer	20 Reams of Paper for Musqt. Cartridges
73 Brooms	1 Tarpaulin for the Arm Chest
24 Sheets of Tin	1 Great Coat for the Marines
4 Kegs of Shott	Painters Painting the Ship

Remarks on Thursday August 17th: 1780

These 24 Hours Squalls of Wind & Rain from the Westward
Received on Board the following Articles Vizt.

- 3 Top Armour
- 4 Waste & fore Castle Cloths
- 1 Hanging Compass
- 27 Barrels of Powder, and all the spare Sparrs.

Remarks on Friday August 18th. 1780—

The Fore Part of these 24 Hours. Clear Weather. fresh Gales from
the Westward. Employd getting the Steering Sail Booms to the Yards.
Received 1 Cask of Brandy, Painters Painting the Ship

Remarks on Satarday August 19th. 1780

These 24 Hours Clear Weather and fresh Gales. People on sundry
Jobbs Painters still at work, Received a Number of Fusiez for the
Marines

Remarks on Sunday August 20th. 1780

These 24 Hours, Clear & Pleasant Weather. Company Came on board to
view the Ship— Manned Ship at thier departure,—

<i>Winds</i>	<i>Remarks on Monday August 21st: 1780</i>
	These 24 Hours, Clear Weather & fresh Breezes from the Westward People variously Employed, Received a Number of Sparrs. New Sails &c
	<i>Remarks on Teusday August 22nd. 1780—</i>
Westy.	These 24 Hours fresh Gales & Cloudy Weather, Received on Board Viz— 1 Store Chest for the Marines Cloaths 2 Binnacles 2 Racks for the Arms.
	<i>Remarks on Wednesday August 23rd. 1780</i>
	These 24 Hours fresh Gales., Received. on Board 1 Locker for the Cook 1 Large Chest for the Capts. Table Linnen &c, 2 Arm Chest for Tops. 1 4 Hour Glass. People Employd as Necessary—
	<i>Remarks on Thursday August 24th. 1780—</i>
Easty.	These 24 Hours Winds from the Eastward. People Employed setting up the Rigging, Received on Board Vizt. 300 Pair of Shoes 300 Pair of Stockgs
	<i>Remarks on Friday August 25th. 1780—</i>
	These 24 Hours. fresh Gales to the Eastward. this Being the French Kings Birth day. Fired 2 Royall Salutes. with the Cannon, the Marines, fired 2 Feu de Joyes. the People variously Employed— on Sundry Jobbs—
	<i>Remarks on Satarday August 26th. 1780—</i>
	The Fore Part of these 24 Hours. Begins with fresh Gales from the Eastwd. People variously employed, Bending Steering Sails, Recd. 60 Casks of Water.

*Winds**Remarks on Sunday August 27th: 1780—*

Easty.

These 24 Hours, fresh Gales, employed stowing away the Water

Remarks on Monday August 28th: 1780—

These 24 Hours. Clear, and Pleasant Weather, Finished stowing the Water Casks, Received on Board the following Articles Vizt.

10 Chord of Wood	No. 22 a Large Mortar marked A
No. 1 a Case A	No. 23 a Parcell of Sieves
9... Do.....	5 a Case
10... Do.....	24 a Barrel of Oyl
17... Do.....	3 a Case
12.. Do.....	4 a Case
19... Do.....	20 a Case
7... Do.....	2 a Case
13... Do.....	21 a Case
15... Do.....	25 a Case of Instruments
16... Do.....	8 a Case
14... Do.....	11 a Case
18... Do.....	
6... Do.....	

Remarks on Tuesday August 29th.. 1780—

These 24 Hours begins with Moderate Breezes, from the Westward, People variously Employed, fitting sundry Jobbs about the Rigging, Received on Board the following Articles Vizt.

No. 1 a Case marked TR	No. 2 a Box marked WP
2 a Case FL	Box marked  C
a Box MD	a Trunk marked PT
a Box PB	a Trunk..... W
a Trunk TR	6 Cases of Wine.. V
No. 1 a Box WP	
2 a Box TR	
1 a Trunk FL	

<i>Winds</i>	<i>Remarks on Wednesday August 30th: 1780—</i>
Westy—	Begins with Clear Weather, and Fresh Breezes from the Westward, People variously employed. Received on Board the following Articles 1 Pipe of Wine 8 different Ensigns 3 Pendants. 1 Cask of Brandy
--" --	<i>Remarks on Thursday August 31st: 1780---</i> Begins with Clear Weather, and Light Winds from the Westward People variously Employed
--" --	<i>Remarks on Friday September. 1st: 1780—</i> These 24 Hours. Hazey. with Rain, People Employed fitting the Quarter Deck, for a Grand Entertainment, Received 16 Cases of Wine—
East Y—	<i>Remarks on Satarday September 2nd. 1780—</i> These 24 Hours begins with Clear Weather, and Moderate Breezes from the Eastward, had a Grand Entertainment on Board.. Expended 2 Cases No. 7 & 20, Fired Salutes, Exercised Great Guns, and small Arms. the Capt. Kicked Mr. Fanning, Midshipman, and Ordered him below,—
"—" "	<i>Remarks on Sunday September 3rd. 1780—</i> . . These 24 Hours. Clear Weather, People & Carpenters variously employed clearing the Ship, Exercised the Guns.
Westy.	<i>Remarks on Monday September 4th. 1780—</i> These 24 Hours Modte. Weather. Winds from the Westwd. People variously employed. Mr. Potter. Mid Orderd in Irons. by the Capt. for a Thermometer being broke. in his Cabbin

<i>Winds</i>	<i>Remarks on Teusday September 5th: 1780—</i>
Easty-	These 24 Hours. Clear Weather, and Moderate Breezes from the Eastwd. a Pilot came on board, took the Charge of the Ship, in Order to carry her to the Isle of Groa', Sett the Top Sails, Cast off the Moorings and went without Fort Louis, then set all Sail, made 3 or 4 Tacks and Came to Anchor under Groa', Received on Board, 1 Cask and a half of Brandy
	<i>Remarks on Wednesday September 6th.. 1780—</i>
Southy.	Begins with Moderate Breezes from the Southward, a Tumbling Swell at 10 A M freshened the Hause, People variously employed on Sundry Necessary Jobbs.
	<i>Remarks on Thursday September 7th: 1780—</i>
--" --	Begins with Clear Weather & fresh Gales from the Southward, Sent the Yawl on Shore, for 2 Casks of Water, Struck Top Gallt Yards
	<i>Remarks on Friday September. 8th: 1780—</i>
--" --	Begins with Cloudy Weather, Showers, of Rain fresh Gales from the So.ward Sent the Jolly Boat. to L'Orient. for Bread & Beef.. Sent up Top Gallt. Yards., People variously Employed. about Sundry Jobbs
	<i>Remarks on Saturday September 9th. 1780—</i>
Westy.	Begins with fresh Gales from the Westward, sent the Boat for Water. afterwards sent her to L'Orient. for Bread & Beef, Hove up the Anchor, and let it go in 15 fathom Water, Dryd the Sails,— Latter Part Cleared the Decks. Handed Sails, Struck Top Gallt. Yards— the Boat returned— with Beef & Bread.

<i>Winds</i>	<i>Remarks on Sunday September 10th: 1780—</i>
Northy-	Begins with Cloudy Weather, and fresh Gales from the Northward People variously employed. the Boat came off. with. Bread & Beef
--" --	<i>Remarks on Monday September 11th: 1780—</i> Begins with Moderate Weather.— Light. Breezes from the Northward Sent the Jolly Boat on Shore, for Bread & Beef. Struck Top Gallt Yards the Jolly Boat came off,— with Beef & Bread.
--" --	<i>Remarks on Teusday September 12th. 1780</i> Begins with Moderate Weather, Clear, and Light Winds from the Northwd. Hoisted out the Barge, and sent her to L.'Orient, Loosed Sails to Dry, at Noon Handed them, the Barge came off with Money to pay the Wages. to the 16th. of March. of the Officers & Men. of the Late Bon Homme, Richard, Struck Top Gallt. Yards
--" --	<i>Remarks on Wednesday September 13th: 1780—</i> Begins with fresh Gales from the Southwd. Cloudy Weather. a Craft came a long side. with 20 Casks of Water. and Releiving Takles for the Gunner, filled up all the Water Casks, Employed Clearing the Booms. and stowed the Barge, Sent the Jolly Boat on Shore for Beef & Bread.
Westy.	<i>Remarks on Thursday September 14th. 1780—</i> Begins with Clear Weather, and Moderate Breezes from the Westward People Employed making Points. and splicing the Larboard Cable, the Jolly Boat returned. with Bread & Beef

<i>Winds</i>	<i>Remarks on Friday September 15th: 1780—</i>												
Westy.	Begins with Cloudy Weather, and Moderate Breezes. the Jolly Boat set out for L'Orient for Beef & Bread, People Employed variously												
<i>Remarks on Saturday September 16th: 1780—</i>													
--" --	Begins with fresh Breezes of Wind, Westerly, Received on board the following Stores Vizt.												
	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">7 Casks of Brandy</td><td style="width: 50%;">2 Cask of Hams</td></tr> <tr> <td>3 Bales of Blankets</td><td>3 Barrels of Flour</td></tr> <tr> <td>8 Bags of Cheese</td><td>1 Barrel of Pease</td></tr> <tr> <td>9 Kegs. of Pease</td><td>1 Large Trunk</td></tr> <tr> <td>9 Kegs of Butter</td><td>2 Boxes of Candles</td></tr> <tr> <td>32 Boxes of Wine</td><td>1 Barrel of Brandy</td></tr> </table>	7 Casks of Brandy	2 Cask of Hams	3 Bales of Blankets	3 Barrels of Flour	8 Bags of Cheese	1 Barrel of Pease	9 Kegs. of Pease	1 Large Trunk	9 Kegs of Butter	2 Boxes of Candles	32 Boxes of Wine	1 Barrel of Brandy
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9 Kegs. of Pease	1 Large Trunk												
9 Kegs of Butter	2 Boxes of Candles												
32 Boxes of Wine	1 Barrel of Brandy												
<i>Remarks on Sunday September 17th. 1780—</i>													
--" --	Begins with fresh Gales, and Showers of Rain. sent the Jolly Boat to L'Orient. at 10 A M Veered out to a whole Cable, and struck Top Gallt. Masts, at 1 A M. Hoisted a Signal, and fired a Gun. for a Pilot. at 3 a Pilot came on Board, from Groa'. at 4 veered to a Cable & a Half, Latter part blowing fresh with Lightning, got up the Lightning Rods												
<i>Remarks on Monday September. 18th: 1780—</i>													
Vble	These 24 Hours Hazy Weather, Hove up the Anchor, found it Clear, and let it go again, the Jolly Boat returned with Provisions, Heeled Ship and scrubbed under Water. Both Sides, Exercised the Great Guns. sent the Jolly Boat to Town, for Beef & Bread—												

<i>Winds</i>	<i>Remarks on Teusday September 19th: 1780—</i>																																			
NW	<p>Begins with Fresh Breezes from NW. at Meridian the Jolly Boat returned with Passengers. and Provisions, Received on Board the following Articles Vizt.</p> <table> <tbody> <tr><td>6 Boxes of Wine</td><td>1 Bale of Blankets</td><td>1 Barrel of Rice</td></tr> <tr><td>4 Hhds of Charcoal</td><td>10 do. of Jackets</td><td>1 Box of Drafts</td></tr> <tr><td>2 Barrell Hoses</td><td>16 Trunks & Boxes</td><td>3 small Boxes</td></tr> <tr><td>1 Green Hide</td><td>23 Hogs</td><td>1 Large Box markd W.</td></tr> <tr><td>19 Sheep</td><td>5 Trunks</td><td></td></tr> <tr><td>2 Goats</td><td>2 Large Cask</td><td></td></tr> <tr><td>12 Hogs</td><td>6 Bags of Hay</td><td></td></tr> <tr><td>4 Bags of Oats</td><td>Fishing Lines & Hooks</td><td></td></tr> <tr><td>6 Bags of Potatoes</td><td>Quantity of Twine</td><td></td></tr> <tr><td>14 do. of Pease</td><td>Spun Yarn & Marline</td><td></td></tr> <tr><td>5 do. of BuckWheat</td><td>& Cotton Yarn</td><td></td></tr> </tbody> </table>			6 Boxes of Wine	1 Bale of Blankets	1 Barrel of Rice	4 Hhds of Charcoal	10 do. of Jackets	1 Box of Drafts	2 Barrell Hoses	16 Trunks & Boxes	3 small Boxes	1 Green Hide	23 Hogs	1 Large Box markd W.	19 Sheep	5 Trunks		2 Goats	2 Large Cask		12 Hogs	6 Bags of Hay		4 Bags of Oats	Fishing Lines & Hooks		6 Bags of Potatoes	Quantity of Twine		14 do. of Pease	Spun Yarn & Marline		5 do. of BuckWheat	& Cotton Yarn	
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14 do. of Pease	Spun Yarn & Marline																																			
5 do. of BuckWheat	& Cotton Yarn																																			
<i>Remarks on Wednesday September 20th: 1780—</i>																																				
Westy.	<p>Begins with Heavy Gales from the Westward. Veered out a Cable Cloudy and Heavy Showers of Rain, People variously Employed Rousing up the Cables, and spliced them three on one End, and 2 on the other, sent the Jolly Boat on Shore, Middle Part Clear, came on Board a Number of Passengers</p>																																			
<i>Remarks on Thursday September 21st: 1780—</i>																																				
Easty.	<p>Begins with Moderate Breezes, from the Eastward, Hove in the Cable, Clear Weather, the Jolly Boat came off with Beef & Bread. Drying Sails, came on Board 2 Passengers with thier Baggage,</p>																																			

*Winds**Remarks on Friday September 22nd: 1780*

Westy. Begins with Moderate Breezes from the Westward, the Jolly Boat returned, with Provisions, Recd. by a Chace Marey, the following Articles Vizt.

1 Cask of Wine	" 3 Baskets Loaf Sugar"	3 Trunks P I	3 Boxes Oyl or Wine
10 do. of White Beans	" 1 Box Window Glass	12 Cask of Water	
1 do. of Hatts	15 Hatts	8 New Cotts	
8 Bales of Stops	3 Kegs of Whiting	1 Hhd Vinegar	
13 do. of Mattrasses	1 Half Barrel		
4 Hampers Bottled Beer,	" 1 Jarr,		

Remarks on Saturday September 23rd. 1780—

Easty. These 24 Hours begins with fresh Gales from the Eastward. Cloudy Weather sent down Top Gallt. Yards. People Employed on Sundry Jobbs. fired a Gun for all Capts. of Merchantmen to come on board. Served out 3 Cotts

Remarks on Sunday September 24th: 1780—

Westy. Fresh Gales from the Westward, Came in a Fleet from Nantz. under the Convoy of 4 Frigates, People variously Employed. Paid some of the People a Months Pay. Served the Ships Company with Bedding

Remarks on Monday September 25th: 1780

--"--- Begins with fresh Gales. from the Westward. People variously employed the Latter Clear Weather, & Light Winds. Expended 2 Cask of Water 1. of Beef

Remarks on Tuesday September 26th: 1780

Westy
Northd. The Fore Part of these 24 Hours fresh Gales from the Westward. People variously Employed. Ends with Modte. Weather, Wind to the Northwd

<i>Winds</i>	<i>Remarks on Wednesday September 27th: 1780—</i>
Norty.	The Fore Part of these 24 Hours. Light Winds from the Northwd. Hove Short a Peak, Loosed Fore Top Sail and fired a Gun. Came on Board sundry Articles, for the Capt.. the Latter part veered away the Cable Sent up Top Gallt. Yards. Received Bread & Beef. Ends with. Light Breeze from the Wstwd.
Westd.	
<hr/> <i>Remarks on Thursday September 28th: 1780—</i>	
--" --	The Fore part of these 24 Hours. fresh Gales from the Westward. Veered to a whole Cable, sent the Jolly Boat to L'Orient. Exercised the Cannon, People Necessary Employed. Ends Squally with Rain
<hr/> <i>Remarks on Friday September 29th. 1780—</i>	
--" --	The Fore Part of these 24 Hours. fresh Gales from the Westward. at 8 AM Veered to a Cable, and a Half. & Struck Top Gallt. Masts. the Middle part, Showers of Rain, and Heavy Seas, People Necessary Employd Expended 2 Casks of Water
<hr/> <i>Remarks on Satarday September 30th: 1780—</i>	
--" --	Begins with Showers of Rain. and Heavy Gales from the Westward the Middle Part Clear Weather, Exercised the Great Guns. Expended 2 Casks of Water. 1 Cask of Beef
<hr/> <i>Remarks on Sunday October. 1st. 1780—</i>	
--" --	Begins with fresh Gales. from the Westward. with a Heavy Sea, the Brigs of our Convoy. slipd their Cables. and went into Port Louis. the Middle part a French Frigate & armed Brig Slipd and went in/ Hoisted a Signal and fired a Gun for a Pilot. the Gale & Sea Increasing with Heavy Squalls of Rain, Expended 2 Casks of Water

*Winds**Remarks on Monday October. 2nd. 1780—*

Westwd— Begins with Heavy Gales, and Clouds from the Westward, and a Heavy Sea, Hoisted a Signal, and fired a Gun, every half Hour untill we got a Pilot— the Gale abated, People Employed on Sundry Necessary Jobbs, about the Ship. Fired 2 Shott at a Brig that was under American Colours, that went into Port Louis. Expended 2 Casks of Water, & 1 of Beef Ends with Heavy Squalls of Rain

Remarks on Tuesday October 3rd. 1780—

--“-- These 24 Hours begins with Moderate Weather, and little Breezes of Wind Hove up the Starboard Anchor, and let go the Larboard one, Expended 276 lb. Beef

Remarks on Wednesday October 4th: 1780—

--“-- These 24 Hours fresh Breezes of Wind, and Moderate Weather, got Top Gallt. Mast up and stowed the Starboard Anchor, at 4 P.M. the Captain went on Shore, Hoisted out the small Boat, and sent her to Groa' for Passengers

Remarks on Thursday October 5th: 1780—

Northwd. These 24 Hours. Little Winds to the Northward, Hove Short at 4 sent the Boat for the Capt. at 9 she returned with the Capt, Received from L'Orient. as follows.

5 Marline Spikes	12-- 6 Inch Blocks
34 Brooms	12-- 9 Inch Blocks
4 Barrels of Pork	3 Sides of Leather
8 Barrels of Beef	12 Hooks & Thimbles
2 Casks of Wine	1 Bolt of Canvas
2 Casks of Brandy	2 Kegs of Butter
4 Barrels of Flour	2 Bags of Onions
1 Barrell of Oatmeal	2 Boxes of Arms--
1 Cask of Suett	

<i>Winds</i>	<i>Remarks on Friday October. the 6th: 1780—</i>				
<i>Southd.</i>	These 24 Hours fresh Breezes of Wind to the Southwd. & Cloudy Weather, Hove short in Order for getting under way, But the Weather not proving favourable, veered out the Cable again struck Top Gallt. Yards. Hoisted out the small Boat. and sent her on board. the Merchantmen. with Signals. the Duke of Lienster. one of our Fleet got under way. in Company with the Lugger, into L'Orient				
<i>"—" —</i>	<i>Remarks on Satarday October 7th: 1780—</i>				
<i>"—" —</i>	These 24 Hours. fresh Breezes of Wind, and Cloudy Weather, Loosed the Sails to Dry. Hoisted out the small Boat to send her to the Isle of Groa' for Water, but before she got a Shore made a Signal for her to return.				
<i>H</i>	<i>K</i>	<i>HK</i>	<i>Courses</i>	<i>Winds</i>	<i>Remarks on Sunday October 8th. 1780—</i>
1					Begins with fine Pleasant Weather, fired a Gun, and made a Signal for Sailing, Hove up. and stood off, and fired several Guns. for a Brig and a Lugger, to come out of Port. at 6 PM the Duke of Leinster, came up with us, and spoke us as at 8 PM. did the Lugger,
2					
3					
4					
5					
6	I	I	SW	NW	
7	2		West	NNW	
8	2				the West End. of the Island Groa' bore NNW Let 2 Reefs out of the Top Sails, Sett Courses and Stay Sails, Got up Top Gallt. Yards and sett Top Gallt. Sails,
9					
10					
II					
12					
1					
2					
3					
4					
5					
6					
7					
8	5	I	WSW.	South	At 6 In Top Gallt. Sails, Halled down Staysails At 7 AM Double Reefed. the Top Sails, Isle of Groa, bearing NEBE: distt 6 Leagues
9	5	I			
10	4	I			
II	I	I			
12	I	I			
					At 9 Struck Top Gallt. Masts & Yards: Handed Top Sails & Jibb
					Ends with Heavy Gales
					No Observation—

H	K	HK	Courses	Winds	Remarks on Monday October 9th: 1780—
1	3	I	WNW	SW	Begins with Heavy Gales. and a great Sea, shipped much Water the Ship under her Courses. one of the Brigs in Sight.
2	3	I			
3	3				
4	3	I			
5	4	WBN½N	SWBS		At 6 P.M. Wore Ship. Sounded 50 fathom Water. Housed the Guns
6	4				
7	2	I			At 7. Down Fore Top Mast & Mizen Stay Sails, Hauled up the Mizen
8	2	I	NWBW	SWBW	
9	2		SSE	SW	At 9 the Ship Water Logged. up Main Sail & Reefed him At 10 Handed the Main Sail, the Gale still Increasing, sett the Chain Pumps to work, the Ship making much Water. at $\frac{1}{2}$ Past 11 Handed the Fore Sail, finding the Ship would not right let go the Lee Anchor, in 40 fathom, and Cut away the Fore Mast at 2 AM. the Gale Increasing. the Ship making much Water Cut away Main & Mizen Masts, Hands Employed Pumping and, Clearing the Rack,— the Ship then bringing up and Riding to her Anchor, with a Heavy Sea,—
10	2		SBE		
11	2				
12	2				
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					

H	K	HK	Courses	Winds	Remarks on Tuesday October 10th: 1780—
1					Begins with Clear Weather, and Heavy Gales from the SW. and a Heavy Sea, Shipped much Water. the Pumps constantly Employed, getting things ready. for Jury Mast Got up a Jury Fore Mast. and Rigged the Sail
2					Expended 2 Casks of Water. 1 of Pork—
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					

<i>Winds</i>	<i>Remarks on Wednesday October 11th: 1780—</i>
	Begins with Squally Weather, & Rain with Heavy Seas. Shipped much Water, Rigged a Pair of Sheers. for a Jury Mizen Mast, and a Yard athwart them. Bent a Stay Sail & Jibb. at 12 AM. Cut the Cable and got under way. and stood off WSW. at 4 A M Kept her away ESE. At 8 AM. EBN. at 10 made the Island of Groa, bearing ENE. Distance. 6 or 7 Leagues, stood in for it— Expended. 2 Casks of Pork, —
	<i>Remarks on Thursday October 12th: 1780—</i>
NW.	Begins with Moderate Weather, the Winds from the NW. At 1 PM. Hoisted a Signal, and fired several Guns for a Pilot at 4 P.M got one off from Groa' at 6 P.M Came to an Anchor in 13 fathom of Water, under the Isle of Groa, the Middle and latter part pleasant Weather
	<i>Remarks on Friday October 13th: 1780—</i>
SW.	These 24 Hours. at 12 Hove up the Anchor, and got under Sail. at 5 PM. Came to an Anchor, in the Harbour, of L'Orient. in 5 fathom Water Moored the Ship, with the Pilots Stream Anchor, and Cable, and our own Bower Anchor, getting out Boats and Clearing Ship Recd fresh Beef and Bread
	<i>Remarks on Satarday October 14th: 1780—</i>
Southd. Eastd—	These 24 Hours. begins with fresh Breezes from the Southward. People variously Employed.— the Pilot. came and took up his Stream Anchor, and Carried out our Sheet Anchor., Ends with Pleasant Weather. Winds from the Eastward, Received fresh Beef & Bread

APPENDICES



APPENDIX A.

Copies of the Remarks in the Log Book of the *Bon Homme Richard*, now in the possession of the Selkirk family.

Remarks on Wednesday Sept the 22 1779

This 24 hours Begins with a Litte Brieze of wind and Showry weather att 3 P M saw a Sail and att 4 P M Took him at $\frac{1}{2}$ peast 4 took him in tow and att 6 P.M saw a flet of 16 Sailes Larg and Small Signleled the prize and Cast him off and made a Signel and made sail after them the peallice gave Chace to on that was to Leeward and the Veangence come with us att 7. P M Lost Sitte of them and att 8 got Sitte of on and gave Chace and att 9 tak Ship

att 11 P M Cam up with the Chace so near as to give hire a gun and fired a nomber of gunes att hire But Sh Did not Bring too att wore Ship and spid a Sail ahead which was the Veangance att $\frac{1}{2}$ peast 12 saw a Sail and att 1 a m Spok with him & She proved to Be a Bridg from otterdam we hoisted out the Small Boat and Sent an offsrir and 2 hands to take Charge of here and 2 hands to fish the Boat and prissoners a Bord and mad Sail

att 8 a m Cald all hands to Quarters Saw a Ship in Shore hoisted a jack att the fore top gal mast head for a poilot att 9 we saw 2 poilot Bots aComing att 10 one Bordered us att $\frac{1}{2}$ peast 10 the other Bordered the prise we mand first Boat and Sent to the prise and Brought the other aBord

Remarks on Thursday Sept the 23: 1779

This 24 Hours Begins with a Litte Breze of wind and Raney weather the wind Vearible Att 4 P. M took the Littel Sloop pulot in tow att healef peast to sent Shooneur pilot Boat to go a Bord of the prise Bridg to sink hir But seeing hir make Sail for the Land hold the Boat to Come Beack att $\frac{1}{2}$ Peast 5 the Boat got a Long Sid and we took hir in tow a Stairn of the other att 6 P M Spirean Littes Bor W N W Distance 6 Leagues att $\frac{1}{2}$ peast 11 P M Saw two Sailes att 1 A. M Cald all hands att 2 A M all to Quearters att $\frac{1}{2}$ peast 2 hoistd 3 Littes 1 fowd 1 amid Shipes & 1 afte att $\frac{1}{2}$ peast 2 hoistd 2 more Leites att the mirzon peak Laid the m & mison top Sailes to the mast the Sailes Shod a Litte att 4 wore Ship att 5 A M hisde a Chuckerd flag att the mezin peak att $\frac{1}{2}$ peast 5 found them to Be the Elliance and pealaice two of our Cone Sortes or two of our flete

Remarks on Friday 24th.. September 1779

The First part of this twenty four Hours clear and Pleasant Weather with Moderate Breezes of Wind—— At 3 P.M. sent the small Schooner with Mr. Lunt and A Number of Marines in her to Board a Schooner Brigg to the Windward of us at $\frac{1}{2}$ past Do. the Alliance hove out a Signal and bore away we immediately fir'd a gun for the Schooner to give over Chase and kept away —— at 4 sett Steering Sails fore and aft (in Chase of two Ships) At 6 P.M. Hoisted a Blue flag Blue Pendant & a Blue & Yellow Flag At $\frac{1}{2}$ past Do. came up with the largest Ship and engaged her; the Alliance engag'd the small Ship which soon struck. Att 8 A.M. the Alliance came under our stern and Rak'd us fore & aft. She then shot just ahead of us and did the like again, we were all this time closely engag'd with our Antagonist lying so near each other that our Yard Arms was within her's; at 10 P.M. She Struck her Colours and prov'd to be the *Searuppus* of 44 Guns soon after She Struck her Main Mast fell over her side. The People employed in putting fire out that had catch'd in several parts of the Ship& in Pomping for we were very near sinking; The Ship that the Alliance Took prov'd to be the *Scarborough* of 20 Guns

EDITOR'S NOTE: The foregoing are copies of the entries or Remarks in "A Log Book for the Ship Bon Homme Richard, the Honorable John Paul Jones Commander begun at L'Orient Saturday, 8th of May 1779," of which a typewritten copy is in the Navy Department Library, and the original is supposed to be now in the possession of the Selkirk family at St. Mary's Isle.

Facsimiles of the three Remarks of the 22nd, 23rd, and 24th of September are also in the Navy Department Library. The entries of the 22nd and 23rd are in the *same* handwriting, and of similar orthography, as are the preceding Remarks in that log. The handwriting of the Remarks on Friday the 24th is that of Lieut. Henry Lunt, who also wrote the Remarks on the same day in the *Serapis*' log book.

There are no entries in the column of Knots, F., Courses, Wind, for which the pages are ruled, for those days.

If this log was the regular Ship's Journal, it is remarkable that it should have been kept by a man whose handwriting and orthography were so bad as to be decipherable with difficulty. That the record of the transactions on the eventful 24th day of September on the *Richard* and *Serapis* and the following days should have been delegated to Lieutenant Lunt and Midshipman Groube seems to have been thought desirable by some one in authority.

APPENDIX B.

Copy of a Letter from Captain James Nicholson to Captain John Barry, Commanding U. S. Frigate *Alliance*.

Philada. June 24th 1781.--

Dr. Barry,

After congratulating you on your safe arrival and success, I shall without any apology relate to you what has been Transacting in this Quarter relative to rank for this week past. it still hangs over our head & requires every Exertion of Interest to prevent its taking place. The Attempt has been bold & Daring and is only equaled by the man who made it.

The Chevalier ever since his arrival in this City has devoted his time, privately, by making personal application to the Individual members of Congress to give him rank at the head of our Navy, and after Interesting (by being an accomplished Courtior), every member who was weak, or of his own stamp in his favor, hands into Congress a Narrative of his services from the beginning of time containing the best part of a Quire of paper, and attended with a modest petition seting forth the injustice he had done him in the Establishment of rank and desire of redress &c. This had the desired effect, and he had a Committee of Congress consistg. of Genl. Vernon, Mr. Mathews & Mr. Clymer appointed to enquire into his Claim and to make report, they accordingly did and in his favor. Congress was upon the point of taking the report up, and I have too much reason to believe woud have gratified the hight of his ambition had we not by the greatest accident discovered it, this was done by information a member of Congress gave Mrs. Reade in whose house he lived, he was also on the most familiar terms with myself, so far he had proceeded without the least suspision on our side. As soon as I was informed of it, I immediately took my Hat and with very little Ceremony waited on the President of Congress at his house, & informed what I had heard, he received me politely & told me my suspisians was just, I therefore desired as my right that Congress might delay determining on it untill Cap. Reade & myself in behalf of ourselves & the absent brother officers equally concerned, should have an opportunity of being heard, which he promised me his Interest to have done, and that day Cap. Reade & myself threw in our remonstrance to Congress a Copy of mine you have Enclosed, the Consequence of which was the Committee was ordered to reconsider it and to give us notice to attend, we according did & found Cap. Jones without doors in conferance with two of them, Cap. Jones did not attend, I desired the Chairman would send for him, the reason I assigned was that I would say many things in his presence that I would not in his absence, he sent word that he would wait on us but never came, we found the President & Mr. Mathews predetermined in his favor, but Mr. Climer

otherwise, after pointing out the absurdity of his claim which proceeded from a Brevial from Commodore Hopkins to the Command of the Sloop Providence were from his own claim, Capts. Whipple, Hallock, yourself, & Alexander where Capts. before him. I say after pointing out this to them, the Presidt. appeared to be convinced, but if so in reality I wont pretend to say. We had a good deal of conversation with the Committee, Mr. Mathews alone seemed his most strenuous advocate and in my oppinion behaved obstinate & ungentle. I said many things pretty severe of the Chevaliers private as well as Public Corrector too odious to mention and yet unnoticed, upon the whole we acquitted ourselves well. It happened five days ago and they have not yet made their report. Should it be in his favor again, I have some reason to believe the honest part as well as those who had been imposed on from their ignorance about our Naval Transactions and the method of Establishing rank, are now sufficiently alarmed, and should the report be taken up at all, they will not determine in his favor. Your arrival & success came very opportunly and I did not fail to make use of it I mean outdoors in presence of Cap. Jones & some of his advocated Members, by observing that you had acquit yourself well, which they acknowledged. I then told them they could not do less than make you Admiral also. I had not a sentense of reply, it irritated the Chevalier so much that he was obliged to decamp. I yesterday was informed by a Member of Congress a friend of mine that they had received a letter from Bob Morris (The Financier) that he would undertake to Fitt out immediately my Ship & the 74 and if they agreed to it, there would be a necessity for appointing a Cap. to her immediately, and at the same time asked if I would accept of the Command of her. I refused but at the same time pointed out the necessity of the next Senior officer having the offer & so down, and in case none of them would accept untill it came to Chevalier that then he should have the offer he seemed convinced from the arguments I made use of of the Necessity of this mode as the only one that would give satisfaction and make our Navy of repute. How it will opperate with Congress I cant undertake to determine. I also let him understand that you was already appointed to her. I have very good reason to believe that Bob Morris' views are solely to serve him, but be that as it may, he has my consent, as I am convinced he will never get her to sea. It will suit his Vanity & only tend to expose himself and his friends in Congress.

I have now 120 men onbd., and as Bob Morris has undertaken to supply us with money expect to get to sea in a fortnight.

I now conclude with assuring you I remain Yrs most sincerely

JAS. NICHOLSON.

To His Excellency, the Presidt. & the Honble. the Members of the United States in Congress Assembled.

The Memorial of Jas. Nicholson, Cap. in the Navy of the United States
Respectfully Shewith,

That your Memorialist has by accident been informed that the Chevalier Paul Jones hath Petitioned Congress & in consequence thereof a Committee has been appointed and are now actually siting for the Purpose of considering his claim of Prior Rank to your Memorialist, and as your Memorialist conceives any alteration in the rank of the Navy as at present established will be doing him a very sensible injury he begs leave to call the recollection of Con-

gress to their resolves of the 17th Ap. & the 10th Ocbr. of 76 by the latter of which the rank of every Cap. or Commander in the Navy was established, Your Memorialist therefore prays that Congress will not deprive him of the rank he has always held in the Navy of the United States without a sufficient cause (which he presumes does not exist) as it will convey to the Public at large a suspision that your Memorialist has forfeited that rank with which he has been so long honored by some misconduct. As your Memorialist has not been informed, certainly, upon what particular grounds Cap. Jones founds his Claims of Prior Rank, your Memorialist can only refer to the above mentioned Solemn Acts of Congress which sets forth the rank that Honble. body fixed for every Cap. & Commdr. in the Navy. Your Memorlt. has good reason to suppose it must be from his Early Service should that be the Case. Your Memorialist begs leave to observe what in his oppinion would be the Absurdity of Cap. Jones' claims viz; That two of your Memorists. Lieutts. now under his immediate Command onbd. the Trumbull would take the Commd. from your Memorists. & will every Capn. Lieutt. that where in the Commodrs. fleet.

If it is thought necessary or proper to call the Congress from their more Important business, your Memorits. has prepared and will furnish a history of his services as a Public Off. prior to the Establishment of rank, but he presumes that it is not necessary and depends upon the Justice & Candor of Congress. Your Memorialist. therefore begs leave to subscribe himself with profond respect & Esteem yr. Excellency. most obedt. Humble. Servt. &c.

JAS. NICHOLSON

EDITOR'S NOTE: Captain John Barry, to whom this letter was written, was then in command of the *Alliance*, lying in Boston Harbor. He had just returned from an eventful voyage to L'Orient, having taken Colonel John Laurens to France as Special Commissioner of the United States.

APPENDIX C.

Copy of Letter from Jones to Commodore Ezekiel Hopkins.

The Honble. E. Hopkins Esquire
Admiral of the American Fleet
Rhode Island.
P the Brig Sea Nymph
Capt. W. Hopkins.

Providence, at Sea in No Latd 37°, 40'
and W. Longd. 54° Septr. 4th. 1776-

Honoured Sir

I know you will not suspect me of flattery when I affirm that I have not experienced a more sincere pleasure for a long time past than the account I have had of your having gained your cause at Philadelphia in spite of party.— Your late trouble will tend to your future advantage; by pointing out your friends & Enemies you will be thereby enabled to retain the one part while you guard against the other.— You will be thrice welcome to your Native Land and to your nearest concerns— after your late shock they will see you, as Gold from the Fire, of more worth and Value, and Slander will learn to keep silence when Admiral Hopkins is mentioned. but enough of this.

And now for my success— I sent in a Nantucket Whaler by Captn. Grinelle 27th. Ult— She appeared by the voluntary testimony of the master mate &c to be the property of Rank Tories who had ordered their Oil to be Carried to the London Market and the amot. of it to be ship't out in English goods to Nantucket. Since that time I have been further to the Southward when I brought too a number of French Spanish & Danish Ships— but saw no Englishmen 'till the first Currt. when I fell in with five Sail— one of them being very large we took her to be either an Old East Indiaman or a Jamaica three Decker— but she proved to be an English Frigate Mounting twenty six Guns upon one Deck— She sailed fast and pursued us by the wind 'till after four hours Chase, the sea running Very Cross, she got within Musquit Shot of our Lee Quarter— as they had continued firing at us from the first *without showing Colours* I was angery at this low piece of Conduct therefore ordered ours to be hoisted and began to fire at them— they then hoisted American Colours and fired Guns to leeward— but the bait would not take for having everything prepared I bore away across his forefoot and set all our light sails at once so that before her sails were trimmed and Steering-sails set I was almost out of reach of Grape & soon after out of reach of Cannon Shot.— Our "Hairbreadth Scape" and the saucy manner of making it must have mortified him not a little— had he foreseen this motion and been prepared to counteract it he might have fired several Broadsides while we were within pistol shot— but he was a bad marksman and did not hit the

Providence with one of the many shot which he fired.— I met with no other adventure 'till last night when I took the Brigantine Sea Nymph bound from Barbados for London with a Cargo of two hundred and twenty seven Hogsheads of Rum besides Oil Sugar Ginger and Madeira Wine— — I understand by this Brig that the A. Doria is off Bermuda and that Captn. Weeks hath given a trimming to an English sloop of war off Martinico.— — I am too late for West Indiamen but will not yet give up hopes— I am much afraid that the Store Ships come out under Convoy for who would have expected to find a Frigate with no more than two Ships a Brig & a Sloop.

If I meet with further success I will write you in Course in the meantime I rest assured that your good offices will not be wanting in my favour when the Navy Rank and Seniority comes to be Settled— if I was worthy of the Rank of Eldest Lieutenant of the Fleet I deserve not to be superseded in favour of any person who then bore an inferior or Junior Commission.

It will be good policy if the Congress or Marine Committee fix the Parity of Rank between land and sea Officers as it is on the English Establishment Vizt. An Admiral ranks with a General a Vice Adml with a Lieun. Genl. a Rear Adml. with a Major Genl. a Commodore with a Brigadier Genl. a Captain with a Colonel a Master & Commander with a Lieut. Colo. a Lieut. Commanding with a Major & a Lieutenant in the Navy with a Captain of Foot or Marines— — this would prevent numberless disputes and dueling which otherwise will be unavoidable— but I remember that this agrees with your own opinion and therefore I need use no argument to enforce it.— my best wishes and respects await yourself and Family and I am with much Esteem and grateful Respect

Honoured Sir
Your very Obliged and most humble Servt.

JNO. P. JONES

EDITOR'S NOTE: In a letter to Mr. Hewes, dated January 12, 1777, Jones, in speaking of Hopkins, writes of the latter calling himself a Commodore, "this Commodore is altogether unfit to command a Frigate of thirty-two Guns." See Calendar of Jones Manuscripts, Library of Congress, pp. 15-16, 20-22.

APPENDIX D.

Copy of Letter Addressed by Jones to John Wendell, Esqr., Portsmouth, N. H.

Ranger, Nantes 11th Decr. 1777.

My dear Sir,

The Ranger was wafted by the Pinions of the gentlest, and most friendly Gales, along the Surface of the Blue profound of Neptune; and not the swelling bosom of a Friend's nor even of an *Enemis Sail*, appeared within our placid Horizon, untill after we had passed the Everlasting Mountains of the Sea, (called Azores) whoe's Tops are in the Cloud's, and whoe's Foundations are in the Center. When lo! this Italeyon Season was interrupted! the "gathering Fleets o'erspread the Sea" and Wars alarms began! nor ceased day or night untill, aided by the mighty Boreus, we cast anchor in this Asylum the 2d Currt. but since I am not certain that my Poetry will be understood, it may not be amiss to add, *by way of marginal note*, that after leaving Portsmouth nothing remarkable happened untill I got to the Eastward of the Western Islands; and that from that time untill my arrival here, I fell in with Ships every day sometimes every Hour; within Eighty Leagues of Ushant, I met with an Enemies fleet of Ten Sail bound up Channel, but notwithstanding my best endeavours, I was unable to detach any of them from the strong Convoy under which they sailed, I met with and brought too a variety of other Ships, none whereof proved British Property, except two Brigantines from Malaga with Fruit for London, which became Prizes, the one is arrived here, the other I am told in Quiberon Bay; as I have met with and brought too several Ships in the Night, I had the most agreeable Proofs of the Active Spirit of my Officers and Men.

I have forwarded my dispatches to Paris, by Express, and determine not to go myself unless I am sent for. I understand that in Obedience to Orders from the Secret Committee the Commissioners had, some time ago, provided One of the finest Frigates for me that can be imagined, calculated for Thirty-two, Twenty four Pounders, on one deck, and longer than any Ship in the Enemies Fleet; but that it has been found necessary to give her up, on account of some difficulties which they have met with at Court. My Heart glows with the most fervent Gratitude for this, and every other unsolicited and unexpected instance of the favo'r and Approbation of Congress; and if a Life of Services devoted to the Interests of America, can be made Instrumental in securing its Independance; I shall be the happiest of Men, and regard the continuance of such Approbation, as an Honor far superiour to the empty Peagantry, which Kings ever had Power to bestow.

I esteem your Son as a promising and deserving young Man, I have just now had some Conversation with him, and am much Pleased with his diffidence

and Modesty, he would not he says accept of a Commission untill he thinks himself equal to the duty of the office of Lieutenant; there I think he shows a true Spirit; in the mean time, he tells me that he is perfectly satisfy'd with his present Situation, anything within my Power to render his Situation happy and Instructive, shall not be wanting.

I must rely on you to make my best Compliments recepitable to the fair Miss Wendell, and to the other agreeable Ladies of my acquaintance in Portsmouth. The Captain of the Raleigh I understand is well, and has lately been figuring it away at Paris, whereof please to acquaint my Sister Officer. I should be exceedingly happy to hear from you, but as my destination depends on what I am to hear from the Commissioners, I cannot at Present give you my Address, but will drop you another, How do you do, shortly.

I am with Sentiments of Respect & Regard,
My dear Sir,

Your Obliged,
very Obedient,
most humble Servant.

JNO. P. JONES

JOHN WENDELL, Esqr.
Portsmouth---

EDITOR'S NOTE: In the Calendar of Jones Manuscripts in the Library of Congress, pp. 31-32, are several letters from John Wendell to Jones dated Oct., 1777. Mr. Wendell was a merchant and Justice of the Peace at Portsmouth, N. H.

APPENDIX E.

Fanning's Account of an Entertainment Given by Jones on
the *Ariel*. Possibly the date is wrong. It may be that
recorded in the *Ariel's* log on "September 2nd. 1780—"

About the tenth of December Great preparations were made on board of our ship in consequence of a great number of people of the first characters in L'Orient. One prince of the blood royal, and three French admirals, with some ladies of the first quality, having had cards of invitation sent them by captain Jones, inviting them on board of his ship the next day to take dinner with him precisely at 3 o'clock in the afternoon; and also informing the company that captain Jones would in the evening of that day, on board of his ship, exhibit to them a sham sea fight; and that it should in part represent his battle with the Serapis, particularly her tops. To go through with a minute detail of all and every circumstance that related to this scene would, I fear, tire the patience of the reader; I shall therefore be as concise as possible in my relation of this exhibition. First then, all the boats belonging to our ship were busily employed with their respective crews from the time the approaching scene was known on board, (which was the day before it was to take place, at ten o'clock in the morning, till about twelve at night on the day on which the company were to dine, in passing to and coming from the shore, bringing off all the articles wanted. And the reader may rest assured that neither cash nor pains were spared in order that the scene every way should appear magnificent. In a short time our quarter-deck had the appearance of a lady of qualitie's drawing-room. Over head was suspended an elegant awning, the edges of which were cut in scollops, and decorated with a variety of silk roses, tassils, &c. from a little below the awning: at the sides were hung thin canvass lined with pink coloured silk, and which fell down so as to reach the quarter-deck. These sides were hung with a great variety of French pictures and looking glasses; some of the first had been drawn by one of the most finished artists in France, and many of which were quite indecent, especially to meet the eyes of a virtuous woman. However, in these days they made a part of French etequette on such an occasion. The quarter-deck of our ship was covered with the most elegant carpets, the plate alone which was made use of on this singular occasion was estimated to be worth two thousand guineas (for my own part I believe it might have been rated at double that sum.) French cooks, and waiters or servants, were brought from the shore to assist in this business and for nearly twenty hours preceding the serving up of dinner, we were almost suffocated with garlick and onions, besides a great many other stinking vegetables. A French lady (who was said to be a great connoisseur in the art of cookery, and in hanging and arranging pictures in a room where the first companies went to dine) was gallanted on board by captain Jones the evening before the day on which the company were to dine, and was by him directed to take upon herself the superintendance of the ap-

proaching feast. The next day was ushered in by thirteen guns, and the dressing of the ship with the thirteen stripes, and the colours of all nations who were friendly to the United States. Captain Jones and his officers were all dressed in uniform, with their best bib and band on, and we were directed by captain Jones to conduct ourselves with propriety and to pay implicit obedience to my *lady superintendent* of the ceremonies. At a quarter before 3 o'clock in the afternoon the ship's boats (three in number, each having a midshipman who acted for this time as coxswains; and the men who rowed the boats were all neatly dressed in blew broad cloth, with the American and French cockades in their hats,) were dispatched on shore to bring on board the company. Jones received them as they came up the ship's side and conducted them to their seats on the quarter-deck with a great deal of ease, politeness, and good nature.¹ Dinner was served up at half past 3 P.M. The company did not rise from table till a little after the sun set, when captain Jones ordered his first lieutenant to cause all hands to be called to quarters, which was done just before the moon was rising. I of course, mounted into the main top, which had always been my station as long as I had served under Jones (of which and the men at quarters there, I had the command.) Orders were given before we mounted into the tops that we must be well supplied with ammunition blunderbusses, muskets, cowhorns, hand granadoes, &c. The same as if we were now to engage with an enemy; and when the signal was given (which was to be a cannon fired upon the fore-castle, and as soon as the gun was fired, the sham fight was to commence.) At 8 o'clock it began, and lasted about one hour and a quarter without any intermission. Such a cracking of great guns, swivels, small arms, cowhorns, blunderbusses, &c. such a hissing and popping of hand granadoes, stink pots, powder flasks, was now heard as they fell into the water alongside, as was never the like in the harbour of L'Orient, seen or heard. Some of the ladies were much frightened, and the sham fight would have continued longer had it not been that some of them intreated captain Jones to command the firing to cease. The fight over, a band of music which had been ordered on board by the commandant, and who had been paraded upon the fore part of the quarter-deck, now played their part, and all was glee and harmony. At about twelve at night the company took their leave of captain Jones, and the boats set them safe on shore, in the same order and regularity as they came on board, excepting a few who were landed *half seas over*; these the midshipmen assisted along to their lodgings, and returned on board to give an account to captain Jones that we saw all the company safe at their respective places of abode. For several days after this nothing of any note was to be heard in conversation among the French at L'Orient, in their coffee houses and private dwellings, but captain Jones's feast and sham fight. Upon the whole, I believe it must have cost himself as well as the United States a vast sum of money. There was certainly a great quantity of powder burnt, and an abundance of wine (besides other liquors) drank. The cost of the whole of this entertainment, including the powder, amounted (by an estimate made by the American agent's first clerk, and who it seems paid the cash for sundry bills relative to this business, to 3,027 crowns at 6s. 8d. each, Massachusetts currency.) Whether captain Jones charged the whole or any part of the expences of this business to the United States I never learned.

¹ The company was superbly dressed, and the prince was distinguished from the rest by a brilliant star which he wore upon his left breast.

APPENDIX F.

The Continuation and End of the Voyage of the *Ariel* to the United States.

As the Journal of the *Ariel* ends on the 14th day of October, 1780, a brief account of her voyage to the United States, gathered from the Biographies of Jones, may not be out of place.

Jones continued to prolong his stay at L'Orient more than two months from the time of his putting back dismasted, and again received the remonstrances of Franklin for the expenses incurred in the refitting of the ship.

The arms destined for our army were so much damaged that they were discharged and abandoned. During this period of delay, Jones was much of his time in Paris, and beguiled his time in giving elegant entertainments on his ship, one of which is recorded in the log on the 2d day of September; the one given on or about the 10th of December is described by Fanning, Appendix E. Fanning left the *Ariel* immediately after this entertainment, and soon after took command of the privateer *Eclipse*, sailing out of Dunkirk.

The *Ariel* sailed from L'Orient on the 18th of December, bound for Philadelphia, and had an eventful voyage. Owing to the lumbered condition of his ship, Jones was not particularly anxious to meet the enemies' cruisers. A conspiracy was discovered amongst the English part of the crew, to take the ship, to defeat which the officers and passengers prepared to defend themselves. Jones followed an unfrequented track, taking the southern passage along the edge of the trade winds. When in latitude 26°, near the meridian of Barbados, a large sail was discovered, apparently a cruiser, from which Jones endeavored to escape, but failed. The ships came close alongside, both displaying English colors. A conversation ensued, and the stranger proved to be a British ship named *Triumph*. A sharp action took place within pistol shot, when the *Triumph* struck her colors, and cried for quarter, but the *Triumph*, having got on the weather bow of the *Ariel*, made all sail and escaped. The *Triumph* was undoubtedly a privateer, not a King's ship. After this action, twenty of the ringleaders in the plot to get possession of the ship were identified, and put in irons. No further incidents of note occurred, and the *Ariel* reached Philadelphia on the 18th of February, 1781.

APPENDIX G

Fanning's Account of the Storm which Wrecked the *Ariel*.

On the 7th of October, 1780, we set sail from this port for the United States in the *Ariel*, at about 6 P.M. and at the time we had under our convoy fourteen sail of American vessels, among which were three letters of marque, with the wind blowing a leading gale, at E.S.E. At 10 P.M. the wind shifted suddenly into the W.S.W and blew a heavy gale— took in top gallant sails, and close reefed our top sails—soon after took in our topsails and reefed our courses, and we carried them as long as the ship would bear them. The night was very dark, and we lost sight of the fleet. We were obliged to carry some sail in order to weather the *Pin Marks*, a long range of sunken rocks about a league from the land, and which we judged to be to leeward of us. At midnight we were obliged to hand our courses, as it blew so violent that we could not suffer a single yard of canvass. The ship at the same time lay in a very dangerous situation, nearly upon her beam ends, and in the trough of the sea; and leaked so bad that with both chain pumps constantly going we could not keep her free. Some French soldiers which we had on board, and who were stationed at the cranks of the pumps, let go of them, crossed themselves, and went to prayers. They were driven from this by the officers to the cranks again; and it became necessary to lift hangers over their heads, and threaten them with instant death if they quit their duty, or if they did not work with all their strength; without this they would again leave off and go to prayers. Soon after, one of our chain pumps got choked in such a manner that it would deliver no water. Jones in all this time shewed a great presence of mind, and kept, with his own hands, sounding with the deep sea lead; and finding that we were shoaling water very fast, and that we should in a short time be upon the *Pin Marks*, without something was soon done to prevent it. In this extremity a consultation of captain Jones and his principal officers was had upon the quarter-deck, and the result was, that orders were given for cutting away our fore-mast and letting go the sheet anchor; and the latter was executed without loss of time. We sounded now in thirty-five fathoms of water. The sheet cable was now paid out to the better end; but she did not look to her anchor; another cable was spliced to the first, and paid out to the better end; she did not yet bring up; the third cable was also spliced to the end of the second; when after paying out about seven eighths of this last, and the fore-mast cut away at the same time, and when it had fell over board to the leeward, the ship brought to and rid head to the wind, and the sea now run mountains high.¹ By the time of which I am now speaking we had not less than three hundred fathoms of cable paid out— in a few minutes after the ship brought to to her anchor. The ship laboured so hard, rolled so deep, and would bring

¹ This was in the Bay of Biscay.

up so sudden that it sprung our main-mast just below our gun-deck, and as this was now in the greatest danger of being ripped up, orders were given to cut away the main-mast above the quarter-deck, which was immediately carried into execution; and when this fell over the side to leeward it forced off the head of the mizzen-mast. By this time, we had freed the ship of water, but when her masts were gone her motion was so quick and violent that the most expert seamen on board could not stand upon their legs, neither upon the quarter-deck nor fore-castle without holding on to something. The chain pump which had been choked was cleared, and notwithstanding the gale kept increasing, yet our anchor and cables held on so well, that some faint hopes were now entertained that our lives would be spared: however, the gale did not abate much until the morning of the 9th. At meridian of this day the wind had abated so much that we began to get up and rig our jury masts. At 4 P.M. we had them erected and rigged, and what spars and sails we could muster upon them; and there being at this time but a moderate breeze at about W.N.W, a fair wind for L'Orient, and the sea tolerable smooth, we hove in our cables till it was short apeak, and then exerted ourselves every way we could think of in order to purchase our anchor, and after trying a long time without being able to weigh it, orders were given by captain Jones to save all we could of the cable and then cut it away, which was done and we made sail for L'Orient, where we soon after arrived and came to anchor. Many of our friends now came on board to see us, and appeared to be rejoiced at our safe escape, as they said, they expected we were lost, as the late gale was very violent and did a great deal of damage even in the harbour, among the shipping and along side of the keys.

APPENDIX H

Fanning's Account of the Taking Possession of the *Alliance* by Landais.

Great alterations were now made by the carpenters on board of the Alliance frigate in almost every part of the ship, which put the United States to a vast and unnecessary expence. However, Jones was no so well suited with the command of her that he would have everything done and altered to please his fancy on board of her; not I presume, regarding what it cost, only as a secondary consideration. The Alliance was however ready for sea by the middle of June, 1780, and only waited for a wind to proceed to America.

About this time we heard that captain L----, who had commanded this ship, had arrived in L'Orient, but it seems he went about that place incog. He soon, notwithstanding this, came publicly forward upon the stage and acted the part of a leading character as follows: One day, (I think it was the 23d of June) at 2 o'clock in the afternoon, captain Jones's officers (who were not then on shore) were below at dinner, and captain Jones had gone on shore to dine with the commandant of that place. L----'s officers at this time were nearly all upon the quarter-deck (being no doubt in the plot) of which the first knowledge we (who were down below) had of it, we heard above three loud huzzas. Such a sudden manoeuver surprised us, and we got upon the quarter-deck as soon as our legs could carry us. Here L--- was walking fore and aft with a paper in his hand, and the yards were manned. He immediately gave orders to Mr. Diggs, formerly first lieutenant to him, to cause all captain Jones's officers to come upon the deck as he had something to say to them. They were all mustered accordingly, and as soon as they made their appearance; he, holding his commission in his hand at the same time, addressed them in nearly the following words: 'Here, you see gentlemen, the commission that the Congress did give me (as he did not speak very good English) for this frigate, and you see I now command her; and that there is no man in France who has a right to take this commission from me: therefore, gentlemen, all you who do not acknowledge me to be captain of this ship you must directly to the shore go, taking with you your baggage and every thing which belongs to you.' Accordingly, there was no other alternative left us but to obey these orders; so that all the officers who had served on board of the Good Man Richard under capt. Jones were forced to leave the Alliance, excepting one or two who chose to remain on board. However, L--- forbid any of the crew quitting her. The Alliance in about three quarters of an hour after this, with the assistance of part of the crews of several men of war then lying in the harbour, unmoored her, made sail, passed the citadel without molestation, and came to anchor under the Isle of Groix, without gun shot of any of the French fortifications. Jones being on shore when this singular manoeuver took place,

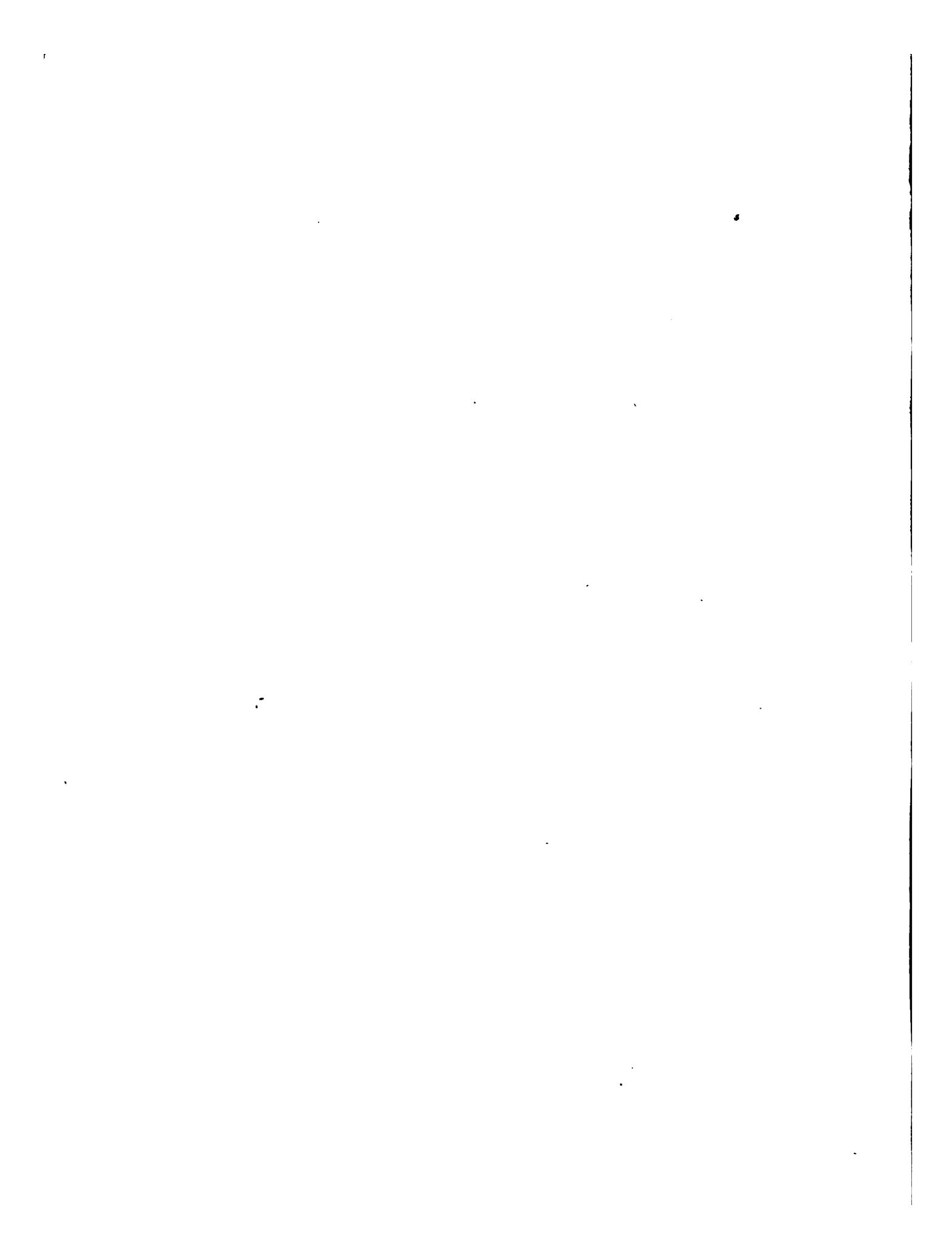
and not hearing any thing of it till the Alliance was safe at anchor, as I just observed. Never, I am confident, was a man so dreadfully enraged. His passion knew no bounds; and in the first paroxysm of his rage he acted more like a mad man than a conqueror. However, as he now saw that he was out-generaled by L--- his sworn enemy, he at length became more calm. The French commandant, at whose table he was sitting when he heard this news, offered him all the assistance in his power, and he appeared to entertain some hopes of getting the Alliance again into his possession. For this purpose he obtained leave of the commandant and French general, to possess himself of a row galley then lying at the key, and which mounted 2 eighteen pounders forward and one abaft, rowed with sixteen oars, and was rigged with latine sails. He was also furnished for this expedition with three hundred (if I am not mistaken) French troops, who were partly embarked on board of the row galley, and the rest on board of boats. Jones flattered himself that this force was able to take the Alliance; and besides, he did not much expect that captain L---, nor his officers and crew, would make any resistance. He required all his old officers who had served under him, to join and lend their assistance in this Don Quixote undertaking; but they all declined having any thing to do with or acting in this affair, excepting one of his lieutenants, who, had the honour of commanding this expedition. He (Jones) very prudently declined embarking, which in my opinion he ought to have done. In that case I have no doubt but all his officers would have resigned their lives with him. Every thing being in readiness, the little squadron moved out of the harbour wearing American and French colours, and proceeded on towards the Isle of Groix, where the Alliance was at anchor. The captain of which,¹ sent a flag with a message to the commander of the expedition the purport of which was, that 'If they came within the reach of his cannon he would sink them.'² The little fleet then lay upon their oars a few minutes, after which they turned tail and returned back into port no wiser than when they set out upon this wonderful expedition. Jones, upon seeing them return without taking the Alliance was so enraged that he could hardly contain himself for some time. He swore bitterly—he stamped—he cursed, and grew almost frantic with rage. Three French ships of the line were lying in the harbour at this time, and Jones with the help of the commandant, endeavored to prevail with the French admiral to send out one or two of those ships, (which had their sails bent and were ready for sailing,) in order to force the Alliance to return back to port. But the admiral refused, and told captain Jones that he should not interfere in the quarrel between him and captain L---. Besides, he assured captain Jones that it was more than his commission was worth, taking his head into the bargain, for him to order the departure of either of the ships under his command; more especially on such a piece of service as that was, which captain Jones wished her to be sent upon. The fact was, this same French admiral was at this very time as deep in the *mud* as L--- was in the *mire*; and so was the commander of the citadel, commonly called Fort Lewis, or Louis. L--- had been to this last place sundry times, as well as on board of the French admiral, where the plot or conspiracy was first agitated, of taking the Alliance out of Jones's hands, and where it was brought to maturity, and succeeded as I have related.

¹ L--- had been apprized of their coming to take them, and was prepared to give them a warm reception, all hands being at quarters.

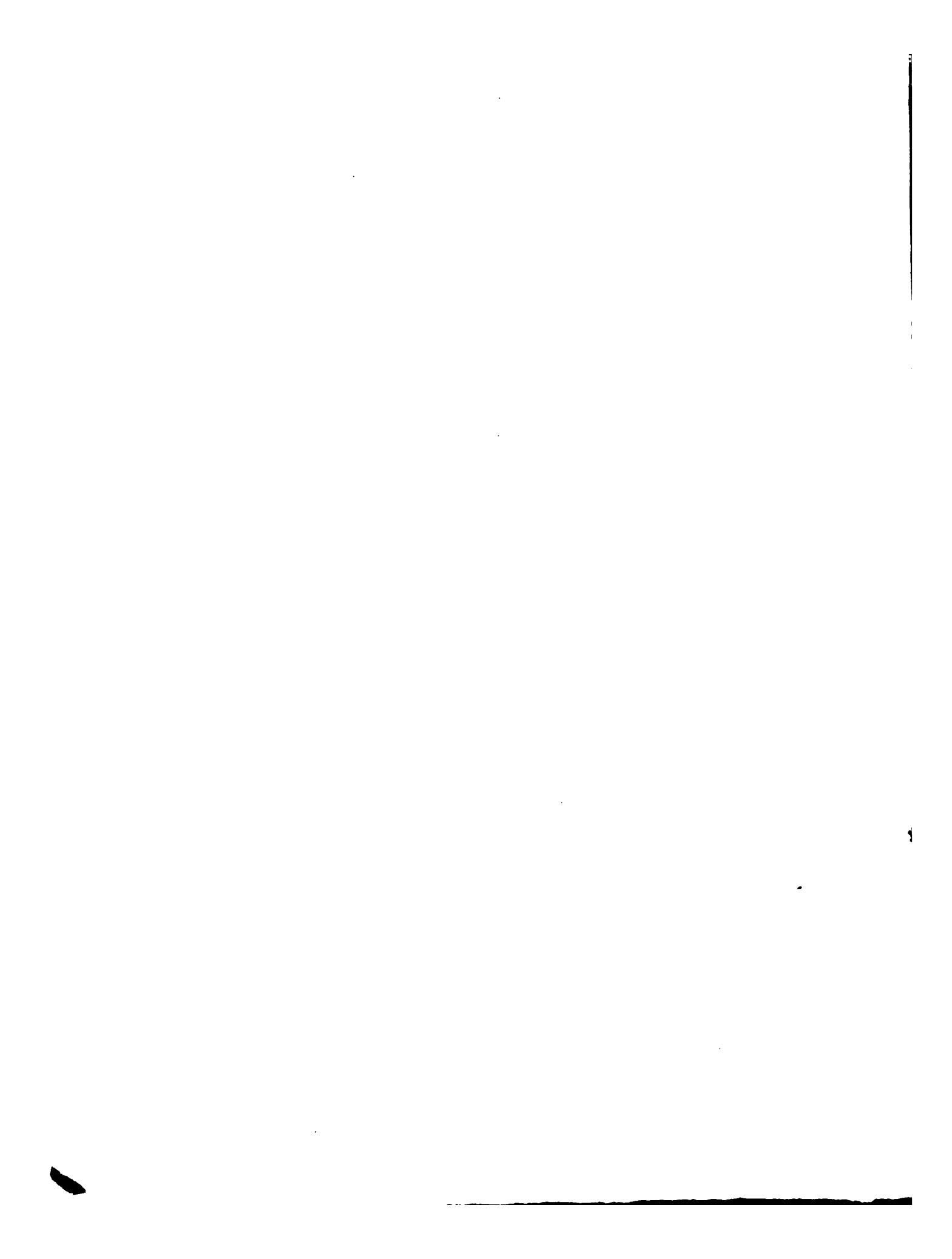
² They were about a mile from the *Alliance*.

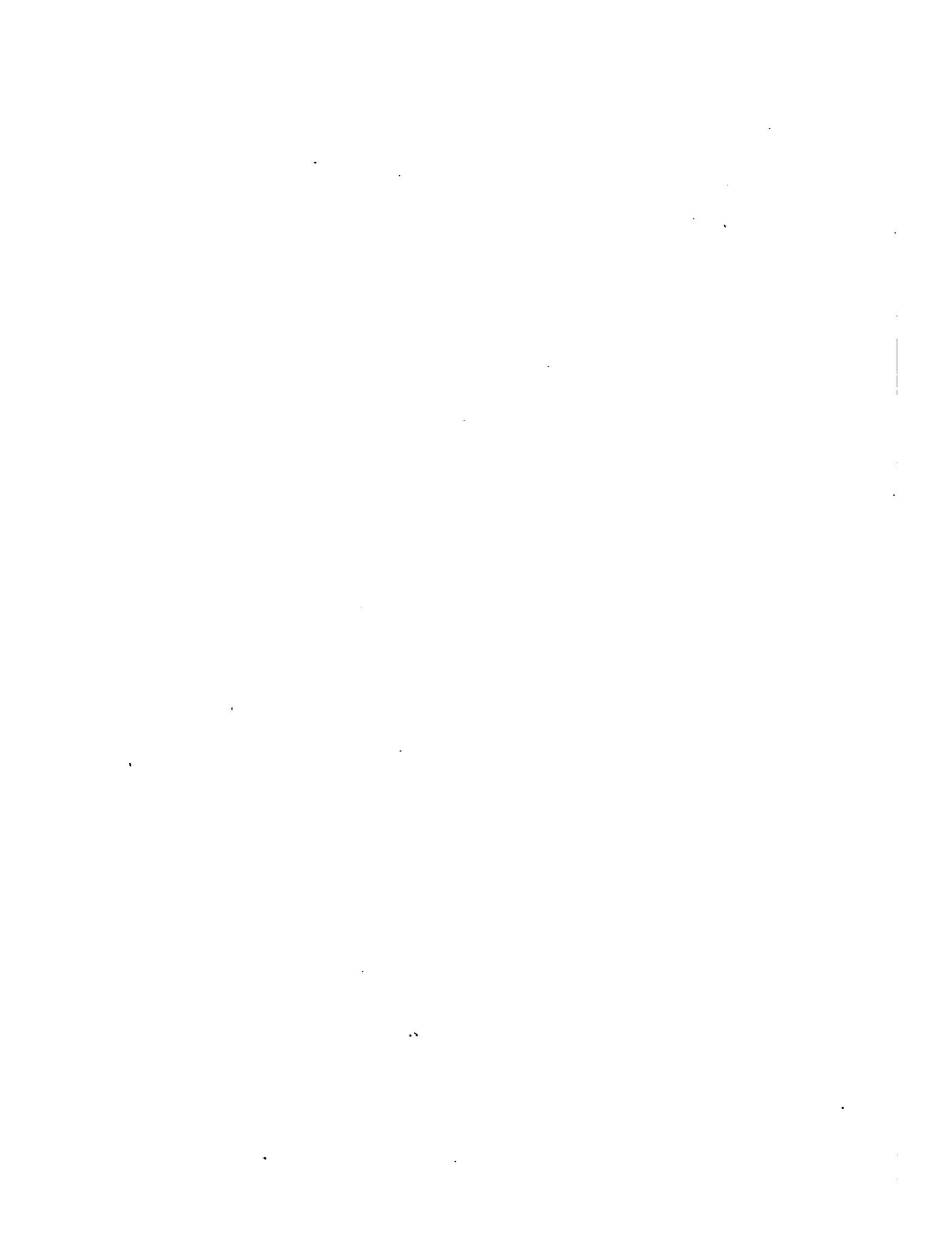












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